RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

NOVEMBER 25, 1950

NOV 27 1950

*Action Shots*

## SHOW ECONOMY OF YOUNGSTOWN FLUSH DOORS FOR REFRIGERATOR CARS

YOUNGSTOWN Sliding Flush Doors offer many advantages over conventional swinging refrigerator doors.

1. *Full six foot opening* facilitiates loading and unloading.
2. *Open the doors anywhere,* regardless of high platforms. No need to open cars before spotting.
3. *Obstructions on platforms* cannot interfere with doors.
4. *Easy operation;* efficient sealing.

**YOUNGSTOWN STEEL DOOR COMPANY**

*Camel Sales Company*
Cleveland Chicago

*Camel Company Limited*
New York Youngstown

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## *of Proven Performance*

No single part going into the construction of a modern freight car is exempt from the rigid standards maintained for your protection by the Mechanical Division of the Association of American Railroads.

To those whose business it is to know—the markings on this brake beam strut tell the whole story in a nutshell.

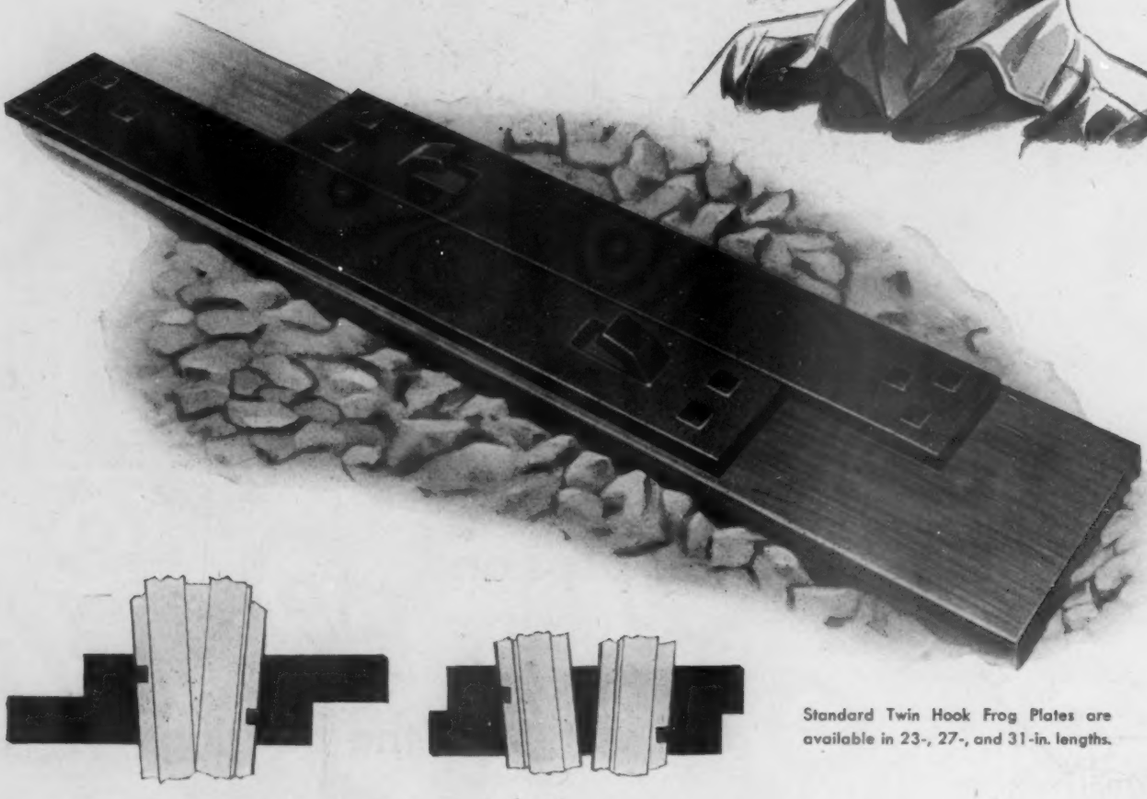
AAR-18 means that this is one of the new high capacity No. 18 brake beams with which all new freight cars must now be equipped. The number 51 identifies it as a one-piece, solid truss, hangerless type, with removable brake heads, generally known as a Unit Brake Beam.

Because brake beams of this type are easier to maintain, last longer, and require no complicated system of hangers and safety supports, three out of four new freight cars utilize Unit-type brake rigging, which is made available to all manufacturers of freight car trucks by Unit Truck Corporation, New York, N. Y.

UNIT TRUCK

In these messages each month we are taking thousands of travelers, shippers and railroad boosters behind the scenes for a close-up glimpse of the American Railroads at work.

# YES INDEED, YOU CAN SHIFT THEM AROUND!



Standard Twin Hook Frog Plates are available in 23-, 27-, and 31-in. lengths.

Bethlehem Twin Hook Frog Plates are always used in pairs, the two units of every pair being exactly alike. Each plate is equipped with an integral forged hook, and any mating pair can be used at several *different* tie positions. Reason: the distance between hooks can be altered at will because of the twin-plate feature.

Thus you don't need to have a special plate here, and another one there, and another one there. You don't need to stock a large and confusing variety of plates, one for every position.

But there are other advantages, too. The big, strong hooks are larger and sturdier than ordinary spike heads. Side thrust and lifting won't budge them. Furthermore, they lessen pull on the spikes themselves; help prevent early tie destruction.

Ask a Bethlehem man for full details; ask him to show you an installation. The plates are so widely used that there are probably a good many near you.

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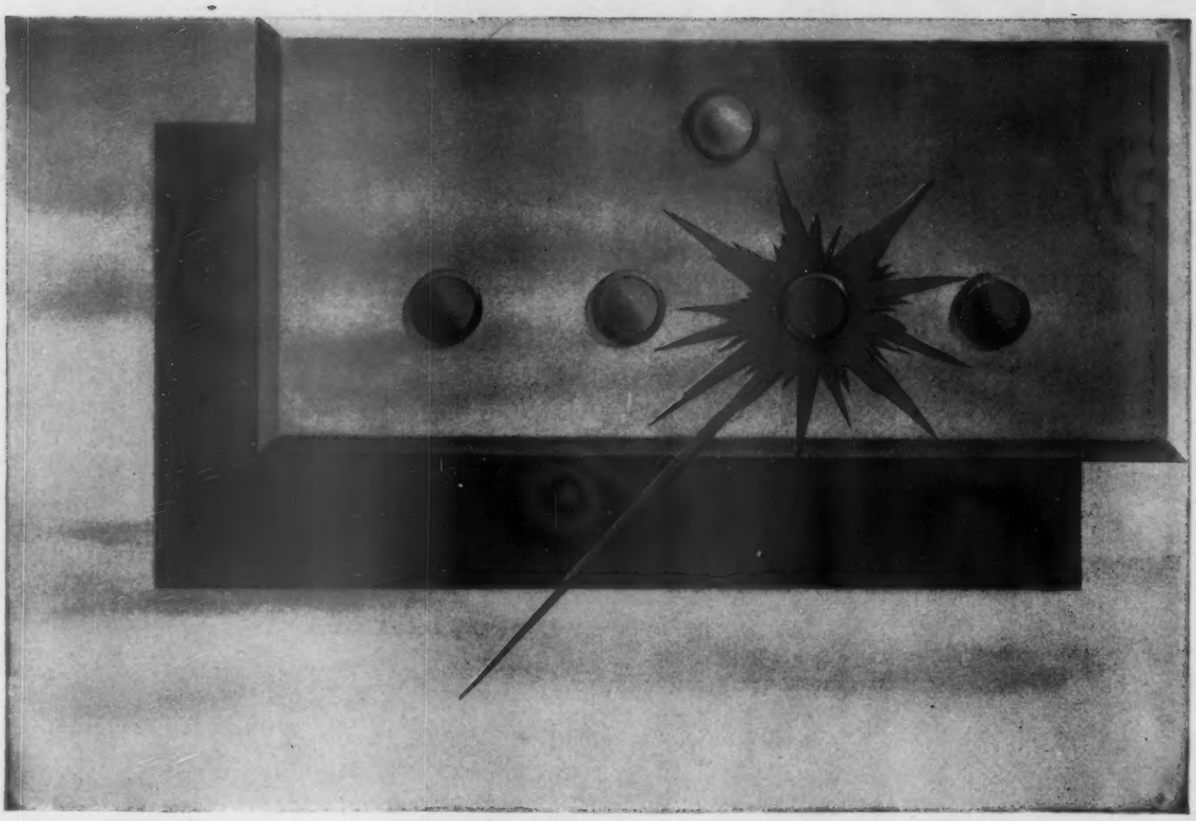
BETHLEHEM STEEL

## BETHLEHEM TWIN HOOK FROG PLATES


Published weekly by Simmons-Boardman Publishing Corporation, Orange, Conn. Executive Offices, 30 Church Street, New York 7, N. Y. Entered as second class matter at Orange, Conn., under the act of March 3, 1879. Subscription price $6.00 for one year, U. S. and Canada. Single copies, 50 cents each. Vol. 129, No. 22.



## this new device keeps an *Electric Eye* on the bearings

The Westinghouse-Union Hot Bearing Detector brings an important new safeguard to passenger equipment. It solves the problem of hot bearing detection.

Any undue rise in the temperature of an individual bearing is immediately detected and reported—by red light to the train crew, by signal whistle to the engineer—BEFORE any damage results.

The device disregards temperature fluctuations due to weather and operating conditions; only the abnormal, threatening rise causes it to react.

Leaflet No. 2464 gives the complete story of principle and operation. We will be glad to send you a copy.

**Westinghouse Air Brake Co.**

WILMERDING, PA.

*Brakes are Basic to Railroad Progress*

Vol. 129, No. 22 November 25, 1950

# RAILWAY AGE

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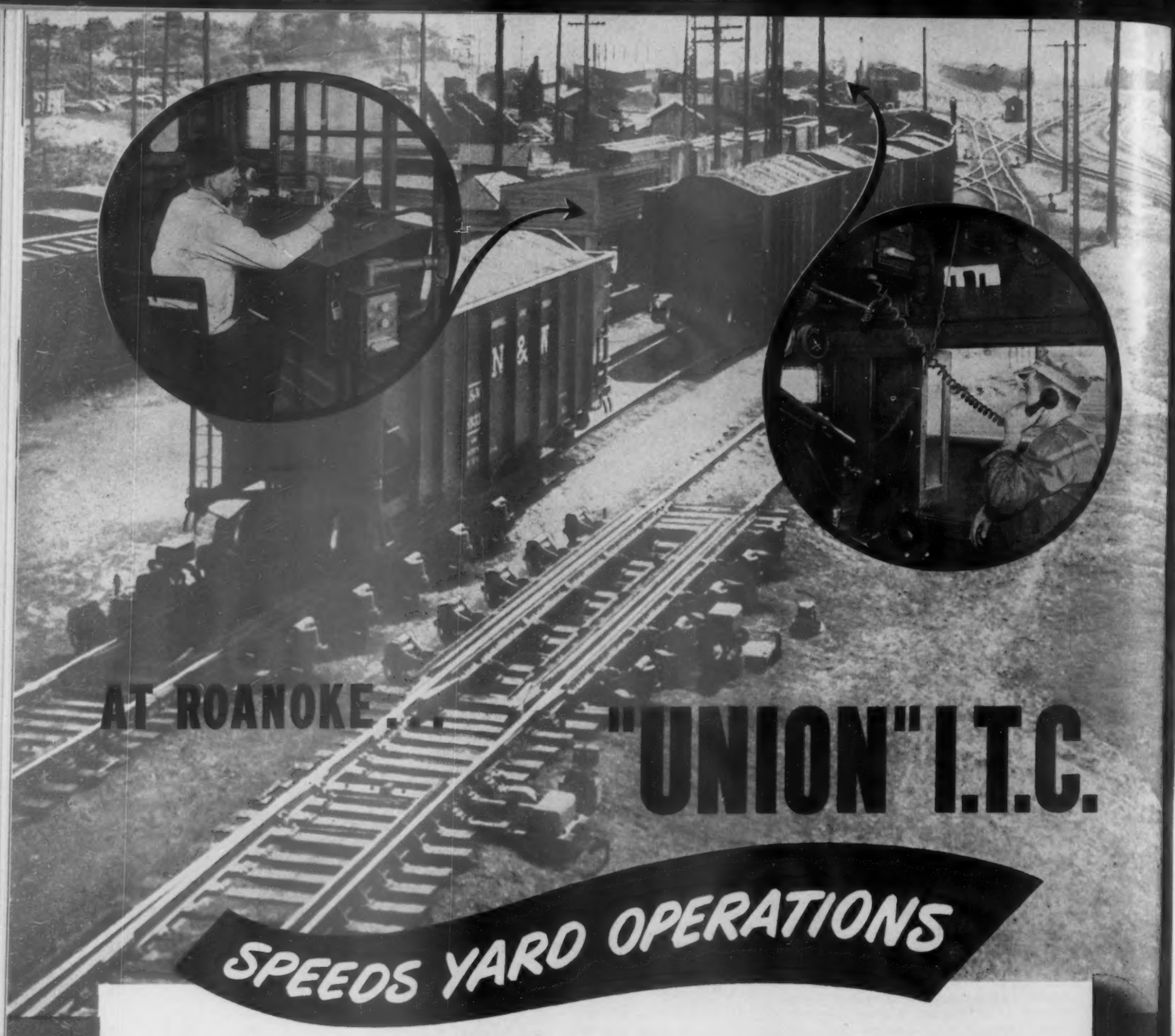

# AT ROANOKE... "UNION" I.T.C. SPEEDS YARD OPERATIONS

On the Norfolk and Western Railway, they're classifying freight cars faster in the Eastbound Roanoke Classification Yard . . . and "Union" Inductive Train Communication is playing an important part.

From his office at the crest of the hump, the hump conductor keeps in touch with the enginemen of yard locomotives. And since the I.T.C. is two-way, enginemen convey important information to the hump conductor . . . teamwork is thus established.

As a result, operations are coordinated with greater efficiency. Of further importance . . . dependable, instant voice communication with "Union" I.T.C. permits carrying on normal operations even under heavy fog.

Built especially for railroad use, "Union" I.T.C. meets the need for a rugged, reliable communication system. It is available for either one or two-way voice transmission . . . with single or two-channel frequencies. May we help you determine its possibilities in your railroad's freight yards?

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# WEEK AT A GLANCE

**ANOTHER RATE INCREASE?** As this issue goes to press, it seems virtually certain that eastern railroads will shortly file with the I.C.C. an application for another general increase in freight rates—probably of four per cent on commodities generally and 12 cents per ton on coal. Such increases, it has been estimated, would produce additional gross revenues of about $100 million—rather less than one-tenth of the total estimated cost to all railroads of pending wage demands of railroad employees, which are the pretty obvious reason for the rate increase proposal.

**REACTION:** Reaction to such a comparatively modest rate increase proposal at this time might not be too unfavorable, if the N.I.T. League's action at its recent San Francisco convention is as good a barometer as it should be. That organization—as reported in our account of its convention on page 32—voted to stay out of the eastern rate case. Some members, in no uncertain terms, took the obviously fair position that industry cannot increase its own prices as its costs go up, and at the same time try to keep regulated carriers from increasing their rates in the face of admittedly higher costs. On the other hand, one never knows. Even as the N.I.T. League was taking its stand, the National Association of Railroad and Utilities Commissioners, meeting at Phoenix, Ariz., was receiving a committee report suggesting that the I.C.C. should consider "suspension or elimination" of Ex Parte 168 (and possibly of Ex Parte 166 and 162) increases. (See News, page 45.)

**SOUTH KOREA:** Most Americans would probably have been quite content to go through life knowing comparatively little about Korea. But since that unhappy country has, by events beyond our individual control, been forced into our national consciousness, it seems desirable to know as much about it as we can. A. E. Perlman, of the D.&R.G.W.—one of this country's most widely traveled railroaders—was lucky enough to get to South Korea before the Russian stooges, and he has set down some of his expert notes on its railroad system for publication in this issue. (Page 20.)

**SAMUEL O. DUNN:** Samuel O. Dunn, long-time editor of *Railway Age*, has become editorial consultant, and chairman emeritus of the Simmons-Boardman Publishing Corporation. Mr. Dunn's own statement of the change appears in the Supply Trade News columns.

**FOR BETTER STEAM PERFORMANCE:** "While many railroads are heavily increasing their ownership of diesel-electric locomotives . . . a dollar saved through improved steam locomotive performance is just as important to railroad stockholders as a dollar saved through diesel operation. . . . It is necessary to investigate all potential avenues of increased railroad earnings. Steam locomotive maintenance offers a fertile field for study." Those statements can't be successfully controverted. Hence, the report to which they were the introduction—presented at the September meeting of the Locomotive Maintenance Officers' Association by a committee headed by C. E. Pond of the N. & W.—is being abstracted in this and next week's issue. Part I of the abstract begins on page 23.

**NEWS ROUND-UP:** October gross revenues of Class I roads estimated 36.7 per cent above October, 1949.—Warren Kendall named consultant to D.T.A.—1,523 locomotives on order as of November 1.—A.A.R. sets up special committee to study loss and damage prevention.—Mail-pay hearing postponed to December 18.—I.C.C. changes some Ex Parte 166 and 168 rate increases.—Examiner recommends opening of Ogden gateway.—Rates on new automobiles to be reduced.—U.P. to spend nearly $7 million on long list of construction projects.—Stanley F. Mackay, former assistant vice-president of N.Y.N.H.&H., elected president of Lehigh & Hudson River.—D. W. Pye retires as secretary of New York Railroad Club.—Gurley favors single transportation commission.

**MAKING THE SALARY FIT THE JOB:** Supervisors—using the term generically to cover the holders of all that vast hierarchy of railroad jobs between rank-and-file employees on the one hand and top executives on the other—can pretty nearly make or break a railroad. No matter how good top management may be, its decisions have little chance of being properly carried out if the secondary executives who must actually put those policies into effect are not equally good. And the best employees in the world won't stay good very long without still better men as their immediate leaders. And yet, as this paper has frequently suggested in its editorial columns, supervisors are all too often the "forgotten men" of railroading. Now, at long last, one road—the Western Pacific—has undertaken to change that. It has evaluated every one of its supervisory jobs—*jobs*, not men. It has established a standard salary scale of 18 grades. In each grade it has provided for a fair starting salary, and for a higher "job" salary to which each man may aspire as he increases his knowledge of the job and his ability to perform it. And over and above the "job" salary, room has been left in each grade for further "merit" or "incentive" increases which can be used to reward any man who earns them by truly outstanding performance of his duties. Opportunity for favoritism, prejudice, politics, or luck, has, it would seem, been reduced to a minimum; so has the fear of being stuck in a financial "dead-end," or the haunting suspicion that someone else doing the same work in the same way, may be getting more money. Because this W. P. idea could become one of 1950's most important railroad developments, it is the subject of a four-page feature article starting on page 28.

**CUTTING COSTS:** On page 27, W. R. Eastman, comptroller of the Wabash, tells how his company is cutting its waybill abstracting costs.

# AVAILABLE
# *EVERYWHERE*
## FROM COAST TO COAST

**GRIFFIN WHEEL COMPANY**

**The largest manufacturer of chilled car wheels in the world.**

**Availability is an important factor in todays critical market when industry is again faced with serious shortages and curtailments.**

**The great productive capacity of the eleven Griffin Wheel foundries, strategically located throughout the United States, assures prompt deliveries to meet the expanding demands of railroad transportation for our National Defense.**

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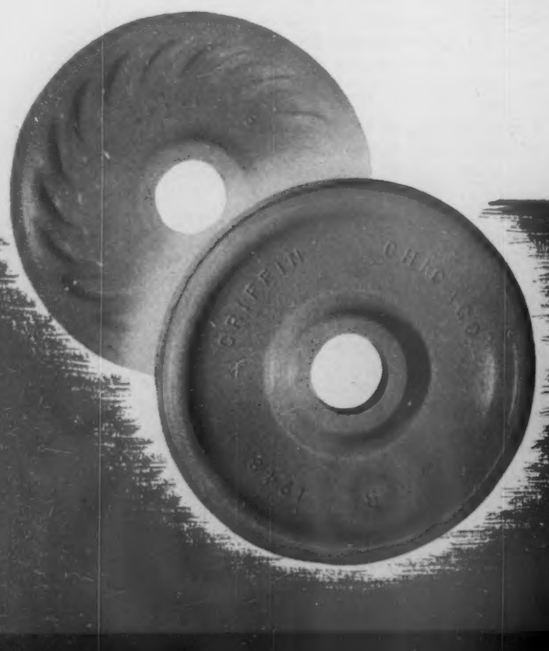


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**The derailment records of the I.C.C. show chilled car wheels to be unexcelled for safety?**

**The new A.A.R. design now being supplied will further improve this enviable record?**

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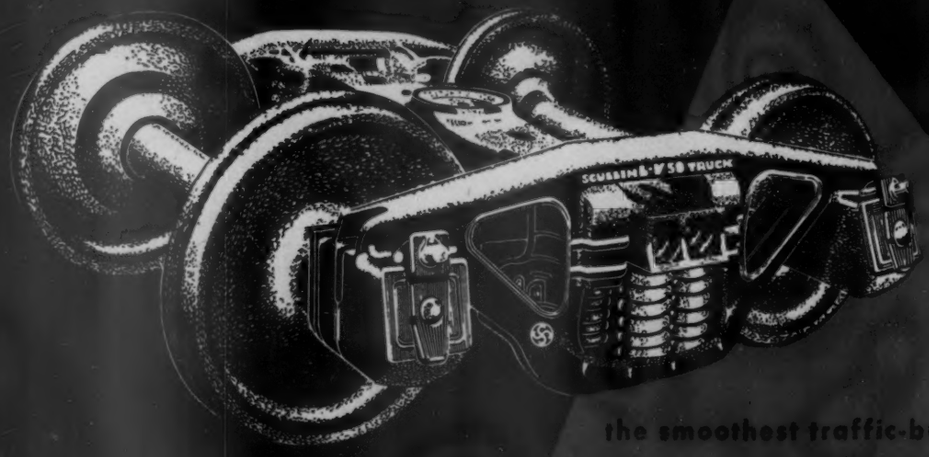
of your "extra-fare" freight... SCULLIN LATERAL VERTICAL 50 V CUSHIONED MOTION TRUCKS




STEEL CASTINGS MANUFACTURER

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between
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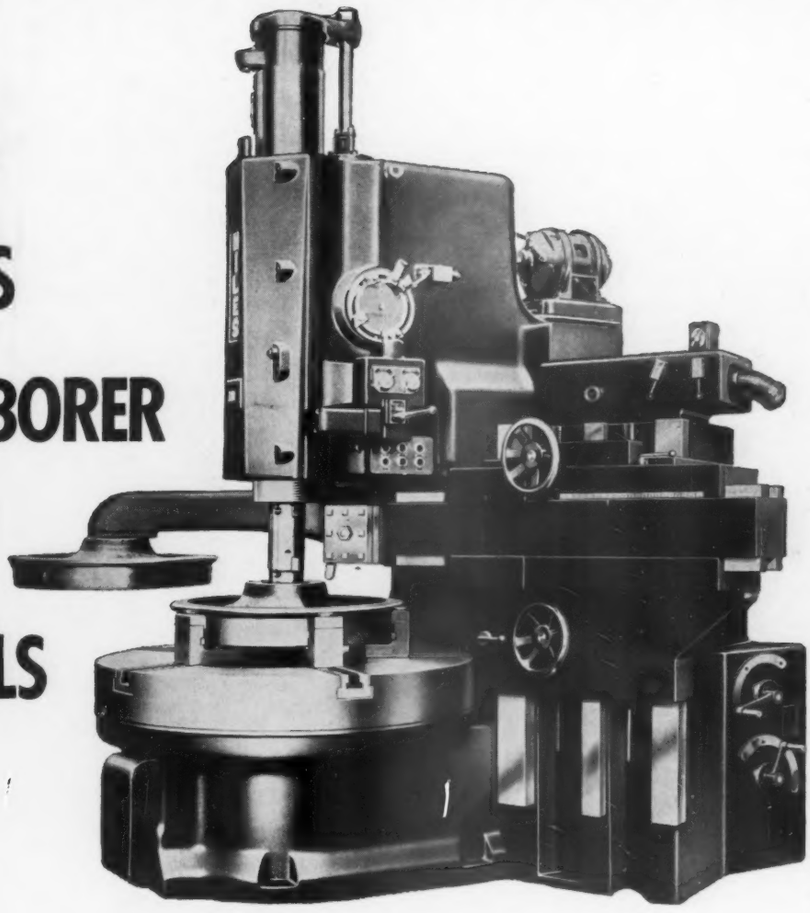
# HERE IS THE NILES HYDRAULIC BORER FOR DIESEL WHEELS



To meet one of today's important maintenance problems—diesel wheels and the 40-hour week—Lima-Hamilton has developed a new hydraulic wheel borer, especially designed to speed the handling of diesel locomotive wheels.

This new machine resembles, in most respects, the highly successful Niles automatic car-wheel borer. However, it incorporates a side head equipped with hydraulic feed and a four-position turret. This permits the use of roughing, finishing, and radius tools in facing hubs—also makes possible machining of hub shoulders and outer dimensions and, when desired for balancing, machining of the web and rim.

The first two Niles borers for diesel wheels will be delivered in the near future to the Readville, Massachusetts, shops of the New Haven Railroad.

This Niles Hydraulic Borer has a range of table speeds and feeds designed for carbide tools. After the desired speeds and feeds for roughing, finishing and chamfering the bore are selected, they are automatically engaged at the proper time during the cycle. The boring cycle itself is entirely automatic, from movement of starting lever to return traverse of the boring bar and application of table brake. The side head is operated manually but with hydraulic feed in both horizontal and vertical directions. Wheels are chucked and unchucked simply by pressing buttons.

Bore sizes: up to 12 inch diameters. Wheel sizes up to 44 inches with flange down, or up to 48 inches with flange up.

For full information, call the Lima-Hamilton sales office in New York, Chicago or other principal cities, or write directly to Lima-Hamilton Corporation, Hamilton, Ohio.

LIMA HAMILTON CORPORATION

**NILES TOOL WORKS CO.** **HAMILTON, OHIO**

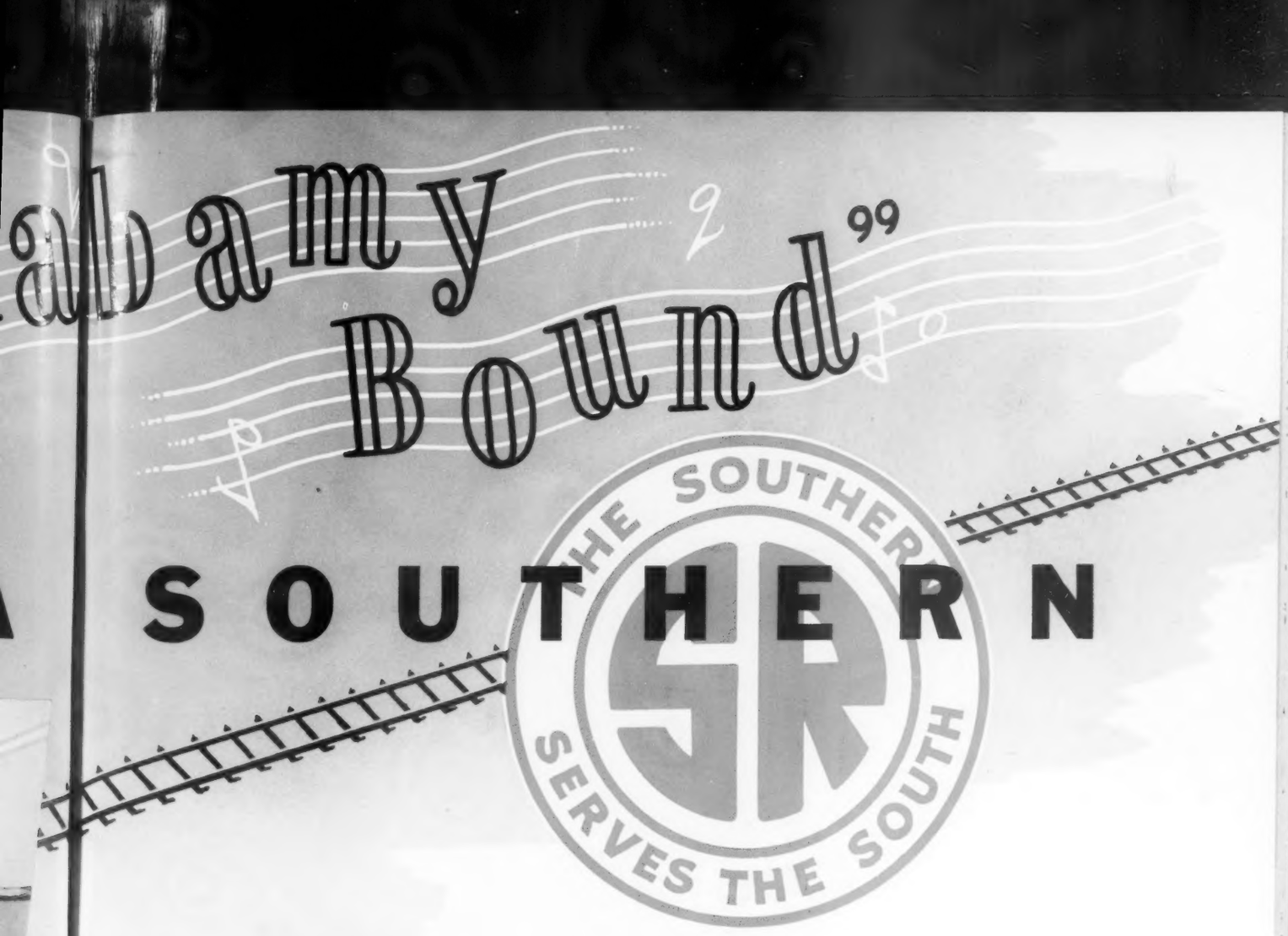
*A division of the Lima-Hamilton Corporation*

66 Al

VIA

*Dining comfort par excellence is assured in the beautiful A.C.F.-built diner-lounge car.*

*Comfort plus famous Southern hospitality takes on added meaning in the spacious diner-lounge car where the miles click off so smoothly and pleasantly.*




With the addition of these sleek, new A.C.F.-built passenger cars, Southern can boast of the most modern equipment on high iron anywhere. They're sure-fire bets to win new traffic and influence more travelers, for the travel-wise public is quick to respond to the added comfort and conveniences afforded by these modern cars.

Like other leading Railroads, Southern knows the way to passenger profit is through a consistent modernization program of replacing service-worn equipment with the newest and the best.

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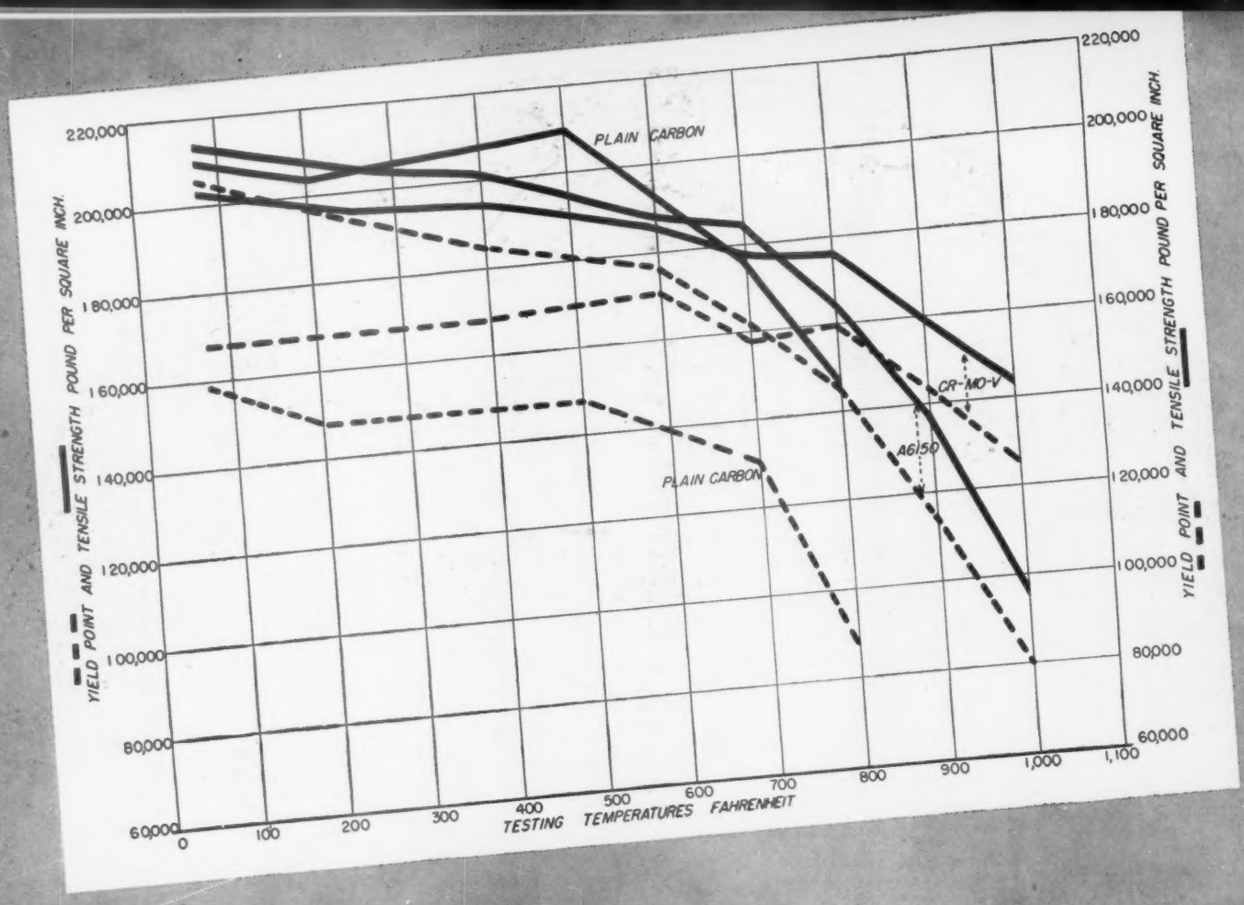


# HIGH TEMPERATURE PROPERTIES

## *of Cr-V and Cr-Mo-V Spring Steels*

SPRINGS FOR SERVICE at elevated temperatures require steels which resist softening and lowering of the yield point. Unless hardness and yield strength are stabilized by correct alloy additions to the steel, these properties deteriorate rapidly as the temperature is raised.

The chart above shows the yield point and tensile strength of three types of spring steel at elevated temperatures determined by standard short-time tension tests.

Springs of plain carbon steel are sometimes used at moderately elevated temperatures, although their lower yield values prevent them from giving service as satisfactory as that of the alloy spring steels.

Chromium-vanadium steel springs, such as AISI 6150, give better service at ordinary temperatures because of the higher yield point. In addition, they may be used at operating temperatures up to about 700° or 750° F because they retain high yield point values as the temperature is increased.

Chromium-molybdenum-vanadium steel was especially designed for springs operating at temperatures in excess of 750° F. It can be used for springs operating at temperatures as high as 850° F or even higher under some conditions. At 800° F, the yield point of this steel is still greater than that of plain carbon steel at room temperature.

If you have a problem in spring applications at elevated temperatures, our metallurgical engineers will be glad to help you solve it.

MAKERS OF ALLOYS — VANCORAM BRAND — CHEMICALS AND METALS

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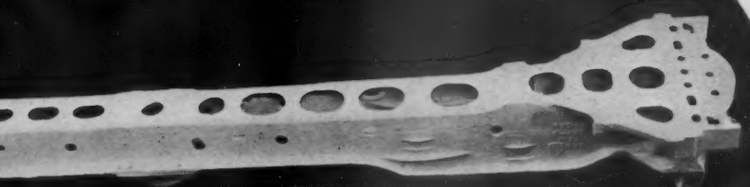
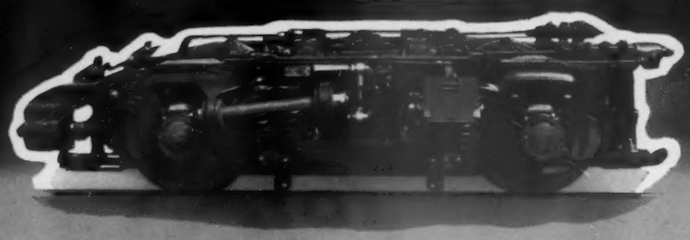
# COMMONWEALTH

## PLATFORM CENTER SILL CASTINGS *and* MOTOR TRUCKS





*Provide*

## Strength, Safety and Smooth Riding for New York Central's New Commuter Coaches

Built by
St. Louis Car Company

The 100 New Multiple Unit Commuter Coaches of modern design recently placed in service by the New York Central System, have the proved advantages of **COMMONWEALTH** one-piece cast steel Platform Center Sills and **COMMONWEALTH** Motor Trucks.

The underframes incorporate two **COMMONWEALTH** underframe end castings of alloy steel which provide the simplest and strongest construction for this vital part of the car body. Their inherent strength assures greater passenger safety and minimizes car damage in collision.

**COMMONWEALTH** equalized Motor Trucks with all-coil springs and equipped with bolster anchors provide smooth comfortable riding. The one-piece truck frame and bolster assure great strength, light weight and a long, economical service life.

*Specify **COMMONWEALTH** Underframe End Castings and **COMMONWEALTH** Trucks for your new passenger cars.*

## GENERAL STEEL CASTINGS

GRANITE CITY, ILL. • EDDYSTONE, PA.

*Reading Time:*

# ONE DOZEN FREIGHT TRAINS!

In the 60 seconds it will take you to read this, an average of one dozen heavily-loaded freight trains will start on their way. And that figure holds true for every minute of the day and night!

That adds up to about 17,000 trains every day – hauling not only the major portion of all the things Americans use in their daily life and work but also most of the material and machinery of our national defense.

The railroad freight fleet is doing a big job these days. And it's good to know that the railroads have moved swiftly to provide additional transportation for this vastly increased load.

New cars are coming along in ever-increasing numbers. For the railroads have ordered more than 100,000 new freight cars – more than 500 million dollars worth – and, every day, railroad shops are sending back to duty hundreds of repaired and rebuilt cars.

In addition, heavier loading and quick loading and unloading of cars by shippers are having the effect of increasing the number of cars – for every day that's cut from the average "turn around" time of the railroad freight car fleet is equal to adding 100,000 cars!

Your railroads are busy – busy day and night – busy in fair weather and foul – carrying the things it takes to make this nation strong!

*Association of American Railroads*

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RAILWAY AGE
EDITORIAL COMMENT

# WHAT SENATOR TAFT DID THE RAILROADS CAN DO TOO

The problem confronting Senator Taft in getting himself re-elected in Ohio was essentially similar to that which the railroads face in getting revisions in the legislative framework which surrounds them, so they may once more join the ranks of prosperous and growing industries.

Mr. Taft's program, his sales campaign, had no more glamor to it than the program the railways need to have adopted. Nor has Mr. Taft any forensic appeal of the emotional order. All the ammunition he had was the detailed mastery of a complex assortment of economic and political facts—and a reasoned record and program for dealing with those facts in ways, most of which the best informed and most competent analysts agree would advance the welfare of the country. Economic and political facts are not an attractive diet for a popular audience at best; moreover, they are not easy to arrange in the orderly and simple array required for general assimilation, but Senator Taft managed it. The details he discussed with his constituents in his campaign—even if reduced by great intellectual labor to simple terms—have no inherent or built-in popularity. They had to be interpreted in the language of the commonsense aspirations of the majority of decent but not-too-well-posted people. The senator managed that too.

This paper by no means endorses all the things Senator Taft stands for. Nevertheless, even a casual observation of his record affords convincing evidence that he makes up his mind on critical issues by intelligent study of the facts in the light of sound principles. Having made up his mind as to what is right, he then endeavors to persuade a majority of his constituents to support him in pursuing the course his conscience and intelligence tell him should be pursued.

This political technique is the complete antithesis of the customary one wherein the candidate makes no appeal to the intelligence—however dormant—of his constituents, but stands ready at all times to give voice and effect to their prejudice and ignorance. It is much easier, for instance, to win votes by promising a majority of the voters something for nothing out of the public treasury than to pursue the honest course of advising them that everything they extract from the public treasury they will have to pay back as taxpayers, *plus*

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a handling charge to the bureaucracy for collecting and disbursing their money.

The ordinary politician chooses the easier course, being as profligate of public funds and as submissive to pressure groups as he believes is necessary in order to get elected. If criticized for his actions by those who are aware that he is conscious of the unsoundness of his course, his answer is that: "If you do not concede me the right to make concessions to pressure groups in order to secure my re-election, then you are likely to have as my successor a real radical who will favor socialism for its own sake." Senator Taft, however, refused to compromise on the stand he had taken on such controversial domestic issues as the so-called Taft-Hartley Law; or to give up his critical attitude on foreign policy. Instead, he decided to take these complex questions right to the "grass roots" and let the voters decide by factual knowledge whether they wanted him and his program or not.

In his campaign he employed no dancing girls or hill-billy bands to attract audiences, promised no more free treats at the public expense than those he was already known to favor, and uttered no "smear" epithets to characterize his opponents as many of them had done to him. Instead, he made one of the longest and most intensive campaigns in the nation's political history. More than a year ago he devoted two or three months to visiting every county in Ohio, in each of which he spoke at three or more meetings, encompassing a representative cross-section of each community. His initial talk was always brief, setting forth an outline of his views on major issues. He then offered to answer questions, and he did answer them—thousands of them. No one in Ohio had any reason for opposing Senator Taft for lack of willingness on his part to make his stand on any issue fully explicit.

No doubt Senator Taft has some opponents who sincerely question his viewpoint on national issues—but he made it next to impossible for anyone to oppose him because they gave credence to misrepresentation of his record and his program. By exposing himself to questioning by practically all of his constituents, all the canards, innuendoes and downright misstatements about him were brought out in the open and exposed.

Senator Taft has by his honest and courageous campaign done a great deal more for his country than provide it with six more years of his distinguished service. More important than that, he has demonstrated that any group of people with a sound but non-glamorous program in the field of economics and politics can take that program to the people with good prospect of success—provided the program is honestly and intelligently designed to serve the public interest, and provided the protagonists of this program are as forthright as Senator Taft was, and as thorough in getting the facts effectively disseminated among the entire electorate.

A legislative program which would take the railroads out of the regulatory dog-house where they have dwelt so long—on starvation rations most of the time—would be no more complex in its essentials than the program Senator Taft has so successfully "sold." All that would be necessary would be that the program be intelligently conceived and completely honest, that it be reduced to simple essentials, and that it be carried to the "grass roots" in every county of the United States as Mr. Taft carried his program to every local community in Ohio. Of course, the individuals taking a railroad program to the "grass roots" would have to be thoroughly informed—just as ready and able to give candid answers to all questions about transportation as Senator Taft has been to answer questions about labor relations or foreign policy.

All the really hard work for the development of such a legislative program for the railroads has been done—in the magnificently comprehensive testimony the railroad witnesses put in at the S. 50 hearings. All that remains is the relatively much simpler task of distilling from this testimony a specific legislative program which would embrace such essential points as:

(1) removing all handicaps from common carriers in meeting the competition of contract and private carriers;

(2) reducing or suspending rate-regulatory power of commissions whenever railroad earnings and credit are at a lower level than those of other industry, and suspending authority over abandonments of lines or services in such circumstances;

(3) putting all transportation under one regulatory commission and the same labor laws, with equalization of regulatory provisions, to apply exactly alike to all agencies, including equal intensity in the policing of safety and accounting;

(4) requiring "certificates of convenience and necessity" from the regulatory commission for improvements to inland waterways and other federal expenditures for transport development and promotion, with tolls or fees from commercial users to reimburse the federal treasury for all such expenditures.

The foregoing list of features essential to a legislative program needed to restore economic health to the railroads is not complete—but these suggestions embrace most of the revisions needed at the federal level. One of the most vexing aspects of the situation—that of adequate limitation and policing of the size and weight of trucks, and adequate charges for highway use—is primarily a state rather than a national problem. Here, however, the railroads do not need to assume the initiative, because in many if not most states the highway and taxing authorities are already up to their eyes in the problem; all that the railroads need to do is to cooperate with these groups, to whom the leadership belongs anyhow.

It is quixotic, however praiseworthy, to carry on a fight foredoomed to failure—as some have heretofore contended the effort to forestall bankruptcy and socialization of the railroads to be. Senator Taft proved, however, that pessimism in an essentially parallel situation was without foundation. If the railroads do not now take the steps which will get them an enormous improvement in their political environment, then will not the failure to secure such action lie, not with the electorate, but with the railroads themselves?

## LOADING DEFECTIVE EQUIPMENT

More or less intensive efforts have been made for years to prevent the loading ot defective freight-car equipment. Conditions in this sector, however, are little if any better this year than last, when the A.A.R. Mechanical Inspection Department of the Association of American Railroads reported that 50 per cent of the cars inspected, because of transfer of load on account of old defects, did not get off the originating lines before trouble developed. In 30 per cent of the cases investigated, defective cars were owned by originating carriers.

In other words, "passing the buck" to the next handling line or to the car owner cannot be cited in these instances as a reason for failure to repair old defects before reloading cars. Careless inspection and the loading of cars contrary to commodity classification carding or bad-order home-route carding are undoubtedly the major reasons why lading has to be transferred. Other reasons are the immediate release of cars after loads have been transferred and before repairs can be made; the lack of repair materials, such as truck parts, which should be available locally but often are not; and failure to apply side carding for more than one transfer on account of the same defects and at different gateways, in accordance with A.A.R. Interchange Rule 2 (i).

In a representative summary of transfers due to defective equipment at five freight-car interchange gateways, the number of cars transferred at each point in an 11-month period varied from 366 to 1,136; the maximum delay to individual cars was 360 to 504 hours; average delay per car, 71 to 122 hours; number of car-days lost 858 to 4,843. Even a casual glance at these figures carries conviction of heavy railway losses in the aggregate in per diem costs, extra switching, load transfers, and damage claims, not to mention the adverse effect on car supply caused by detaining serviceable cars at terminals while waiting to receive the transferred loads.

Suggested remedial action includes, as always, a restudy of objectives, best methods of meeting the difficulties and getting all railway men involved in car inspection to follow recommended practices. Those who know car inspectors best say their psychology must not be overlooked. For example, they sometimes have a tendency to give more time and care to inspecting cars with important loads than to empty cars, whereas they should do just the reverse. When they know that the car department is being subjected to criticism for a high percentage of bad order cars (7.5 per cent in February and March of this year), they are tempted to let up just a bit on inspection and possibly even accidentally knock off a few bad-order cards before necessary repairs are made, in the interest of a better record *on paper*.

If car inspectors knew that empty cars were moving for immediate loading they would probably do more than just pass them with a casual glance. In any event, this blind spot in their psychology needs correction along with numerous other misconceptions such as the idea that defects causing the rejection of cars in interchange are somehow less crucial at obscure on-line stations where cars are being loaded. Closer adherence to standard inspection and loading rules both at on-line stations and interchange points is an obvious requirement which will be more nearly met by tracing the causes of transferred loads in every case possible to the point of origin and showing local forces what errors were made and how much they cost the railroad.

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## NEW CONDITIONS AFFECT SNOW-FIGHTING PROBLEM

Probably all railroads situated where winter weather presents its problems have all their snow-fighting equipment and supplies in good repair and ready for instant use — but how are they going to be fixed, this year, for the extra help they may need to combat heavy snowfalls? Except in isolated areas, it has been relatively easy during the past few years to obtain such labor in emergencies. This year, however, the number of unemployed is less than at any time since the end of World War II. The military services are making inroads into the labor supply, and their demands show no indication of diminishing.

The war-mobilization program, also, is making large claims on the available labor supply. Some cases are reported of higher wages than standard being offered in efforts to obtain needed help. While it is true that these higher wages are going primarily to skilled labor, they are resulting in an upgrading of labor skill ratings, a development that will certainly not help the railroads in securing emergency forces, or, for that matter, in holding their own skilled help, particularly those men who are qualified as operators of heavy snow-fighting equipment. To arrange for more than one substitute operator for each snow-fighting unit may be considered a prudent measure at this time.

In view of these conditions, it is certainly in order for maintenance officers to check the prospects now for an adequate snow-fighting labor force and to make plans for the most efficient use of the help likely to be available. Perhaps a partial answer may lie in obtaining additional equipment — where more equipment will conserve man-hours. Also, the advance instruction of the men who can now be counted upon as being available is a "must" if they are to function at maximum effectiveness. Where bridge and building, engineering and clerical forces are incorporated into the emergency snow-fighting forces it is especially important that they be instructed beforehand in the part they may be called upon to play.

While the problem of handling winter storms is one of long standing, a fact to remember is that the circumstances governing the railroads' ability to deal with such storms are constantly changing. Advance appraisal of these changes and the development of adequate measures to deal with them are imperative if the snow-fighting potential is to be kept at peak efficiency and effectiveness.

**The railways of South Korea run generally north and south, both because of terrain features and their historical tie-in with the Japanese-owned South Manchuria system**

# Notes on South Korean

By A. E. PERLMAN
General Manager
Denver & Rio Grande Western

**Mr. Perlman spent the month of April, 1949, surveying the rail transport facilities of South Korea in conjunction with an industrial study made for the government of South Korea by Day & Zimmerman, engineering consultants, of Philadelphia, Pa. Mr. Perlman has consented to set down, for *Railway Age* readers, certain summary observations regarding the railroads of the troubled republic south of the 38th parallel, as of the time he studied them. Obviously the facts set forth must be more general in nature than would be the case if Korea were at peace.—EDITOR.**

The Republic of Korea occupies that portion of the peninsula of Korea south of the 38th parallel. It is slightly larger than the state of Maine; its population of 21 million is approximately one-seventh that of the United States. More than 50 per cent of its people live along the Yellow Sea; less than 25 per cent of the republic's area is suitable for agriculture. Terrain is rugged, the mountains extending generally from north to south in successive parallel ranges. They are high and have not been penetrated by any east-west railroad.

Until the defeat of Japan in 1945, the Korean railroads as a whole were operated by the Railway Department of the Korean government. From 1917 to 1925, they had been operated as a part of the Japanese-owned South Manchurian Railway. The lines fell to the new Republic of Korea as a fortune of war.

Unqualifiedly, railroads provide the most important means of transportation in South Korea. Tracks cover the country in proportion quite adequate for peacetime traffic needs, except in the important coal mining area around Samchok (see map), which produced half the country's coal in 1949, but which is served only by isolated lines running to the port of Mukho. Plans to connect the Samchok lines with the main system were developed years ago by the Japanese, but were never carried out.

### *American Standard*

The railroad system of South Korea comprises 2,730 miles of railroad (about 300 miles more than the D. & R. G. W.), all of which is standard gage except for 155 miles of 2-ft. 6-in. gage. Although Japan ruled Korea from 1907 to the beginning of American occupation in 1945, the standard-gage Korean track and rolling stock bear more resemblance, in general, to American archetypes than do the narrow-gage railroads in Japan proper. For one thing, the first stretch of railroad in the old

# Railroads

U. S. Army Photographs

**Before hostilities began trains of this type were operating in South Korea, but they were sufficiently novel to attract crowds at the stations**

kingdom of Korea was built and equipped by a private American company, and the Japanese followed the original standards closely when they took over. For another, the Japanese keyed development of the Korean railroads to their colonization of Manchuria, to the north, where the very remarkable standard-gage South Manchurian railway was built and operated very largely to American standards.

The Korean lines, in fact, were designed largely as a through link between Japan and Manchuria, and not to develop Korea, which the Japanese treated as a kind of "vegetable garden." And, in line with Japanese world ambitions, the Korean lines were laid out with military considerations uppermost. Thus the strategic double-track line from Pusan north to Manchuria (via Kaesong on the 38th parallel) was laid out with single-track bridges separated so that both would have to be damaged to immobilize the line. The principal river crossings were protected by a third bridge which could be used, were the other two put out of commission. To protect the route further, the Japanese built an alternate single-track line from Pusan to Seoul on the east, via Andong and Chechon. The lines generally run north and south. The double-track line mentioned, from Pusan, the country's largest port, northwest to Seoul, the principal city, and on up through North Korea to Manchuria, is the most important.

The South Korean rail net is basically good. It was built originally to very high standards. Undermaintenance during and since World War II accounts largely for its present deficiencies. Bridges are permanent structures of steel and concrete. Steep slopes in cuts and on fills are supported by masonry and concrete walls. Rail weights range from 100 lb. on main lines to 66 lb. on principal branches and are fully adequate for peacetime traffic density. Crushed rock or river gravel are used universally for ballast.

Certain defects in existing practices could be remedied without too great an outlay. Existing sidings are sufficient in number for peacetime traffic, but many of them would have to be lengthened if longer freight trains are to be operated in the interest of efficiency. Korean treatment of ties is not complete, compared with American practice; more adequate treatment would increase present life an average of three times and diminish greatly the republic's dependence upon imported timber. Slotted joint bars constitute the only track anchorage now in use, which increases the vulnerability of the rail joint. At present posts are driven through the ballast and through the subgrade to help prevent the sloughing of joint ties; their presence makes it impossible to tamp the latter. With the present track layout all trains must take turnouts at stations, even though no meet is scheduled, for all tracks turn out at station platforms, rather than having a straight main track and sidings.

South Korea is mountainous, which makes for numerous tunnels and bridges. There are a total of 239 tunnels, two of which make full circles of 360 degrees on a two per cent grade in order to gain additional elevation. There are 1,724 bridges, many of which are major installations. Despite the rough terrain, however, the double-track main line route has a maximum grade of only 1 per cent, which is far more favorable than the up to 2.2 per cent grades found on a number of Appalachian and Rocky Mountain crossings of main lines in this country. Branch lines run up to 2.5 per cent.

### *Motive Power Modern but Light*

Despite these favorable grade conditions, the South Korean roads do not ordinarily handle even 25 per cent of the gross tonnage per train-mile moved by the American transcontinental lines. A principal reason is that locomotives in use, while relatively modern steam power, have a low average tractive force in relation to the high standards to which the fixed property has been built. Although South Korea accounted for 60 per cent of the rail traffic density of the whole of Korea in 1949, by far the greater proportion of heavy engines were operating north of the 38th parallel, the Soviet authorities having taken over 308 of the heaviest Korean locomotives (Mountain and Mikado types), leaving only 182 such types in South Korea. In 1947 there were added 101 U.S. Army Consolidation-type locomotives. As of April 1, 1949, South Korea had 669 locomotives on inventory.

The other principal reason for light train loads is that

**The condition of South Korean motive power as described by Mr. Perlman has since been altered somewhat for the worse by the effective attacks of bombers attached to the Far East Air Forces**

locomotives are not being utilized to full capacity. For example, many locomotives are not equipped with rail sanders, and, even on those that are equipped, insufficient use is made of sand to increase the adhesion factor for starting trains.

But far more important is a basic defect in administrative organization of the railroad. The two locomotive and car back shops at Seoul and Pusan, respectively, are operated by a department entirely separated from that which directs the 22 terminal servicing facilities. To make it worse, conductors, brakemen and yardmasters come under the "traffic" department, while engineers and firemen come under "operations."

The engineer—not the conductor—is boss of the train. Here, then, is how the efficient use of existing motive power capacity is hindered: As an excuse for low tonnage ratings, the mechanical department may state that "operations" keeps the locomotives in such poor condition as to warrant only light train loads. The roundhouse foreman may blame light capacity on design or on careless heavy repairs. Even though there are two firemen and one assistant fireman on each locomotive, the engineer may set out as many cars as he desires at wayside sidings to reduce the work load of his firemen. This he may do without regard to the original build-up of the train by the yardmaster and without approval of the conductor. Furthermore, the Korean lines do not use helper locomotives on heavy grades. I believe that, by "tightening" operating procedures, at least 50 per cent more tonnage could be added, per freight locomotive-mile, to output of present South Korean motive power.

As of 1949, South Korea had 11,337 freight cars. Of these 8,400 were serviceable, 320 marked for the scrap pile and the remainder due for repairs. While there then existed considerable deferred maintenance on the cars, they appeared to be ample for normal requirements, except possibly for shortages in drop-bottom hopper cars for coal. There were also about 1,300 passenger cars, of which 70 per cent were serviceable or in need only of running repairs. These were inadequate generally for the very heavy passenger traffic in South Korea. Heavy repairs to both freight and passenger cars were made in the backshops at Seoul and Pusan. In 1949, the average turnaround time of freight cars was 12 days and the average load about 25 tons.

### *Personnel Inexperienced*

Before 1945, all officers and supervisors on the Korean lines were Japanese; hence the supervisors and executives of the South Korean system have had less than five years' experience in their positions. I found them full of natural ability, energy and interest, but lacking in the wide experience necessary in the direction of a complex transportation system. In my report I recommended they be given training—as has been accorded to many skilled employees under them—and that some have opportunity to study railroading in the United States.

By United States standards, the republic's railroads are over-staffed. As in Japan, about ten times the number of employees are used per mile of road compared with American companies, although the traffic volume of the latter is generally much greater. On the other hand, railroad wages in Korea are lower than prevail in other industries in the republic, so that acute shortages in the skilled categories of labor exist. One factor in low wage and salary levels is the unrealistic structure of freight rates, resulting originally from the desire of the Japanese to exploit the railroad for their own traffic and colonization schemes. Thus, during the Korean fiscal year 1948, revenues from freight were only 20 per cent of total revenues, while expenses accruing therefrom were 60 per cent of total expenses. During the previous years, 1946 and 1947, freight revenues were even a lower proportion of the whole—some 10 per cent. This virtual subsidization of freight traffic also throws a disproportionate expense load on passenger traffic.

Loading and unloading of freight, pick-up and delivery and preparation of waybills are handled by a separate organization, known as the Korean Forwarding Company, having no connection with the railroad, but regulated by the government Bureau of Transport. This company deals with all customers except the government itself and a few large shippers.

*A group of tests on five roads disclose some of the practical things that can be done to effect operating economies by . . .*

# Improving Steam Locomotive Performance

## Part I

Steam locomotive maintenance cost continues to be an expense item of significant proportions. During the year ending December 31, 1948 (the last year for which statistics are available), Class I railroads spent the following on locomotive maintenance:

| | Total repair cost, calendar year 1948 | Average number of locomotives in service, year 1948 |
|---|---|---|
| Steam locomotives | $520,372,250 | 33,585 |
| Other locomotives (diesel) | $110,777,373 | 5,098 |

While many railroads are heavily increasing their ownership of diesel-electric locomotives and, for that reason, are reluctant to spend money for improving steam locomotive performance and reducing maintenance cost, it should be emphasized, nevertheless, that a dollar saved through improved steam locomotive performance is just as important to the railroad stockholders as a dollar saved through diesel operation. In these days of declining railroad earnings, it is necessary to investigate all potential avenues of increased railroad earnings. Steam locomotive maintenance offers a fertile field for study.

This article is the first part of an abstract of a report presented at the annual meeting in September of the Locomotive Maintenance Officers' Association, which was prepared by a committee of which C. E. Pond of the Norfolk & Western was chairman.

### *Oil-fired Steam Locomotives*

In the closing months of 1946, as a result of increasing expenditures for fuel oil, sufficient funds were authorized to cover a dynamometer-car road test of a Southern Pacific locomotive, to erect a test-plant building and install the instruments and machinery necessary for full-

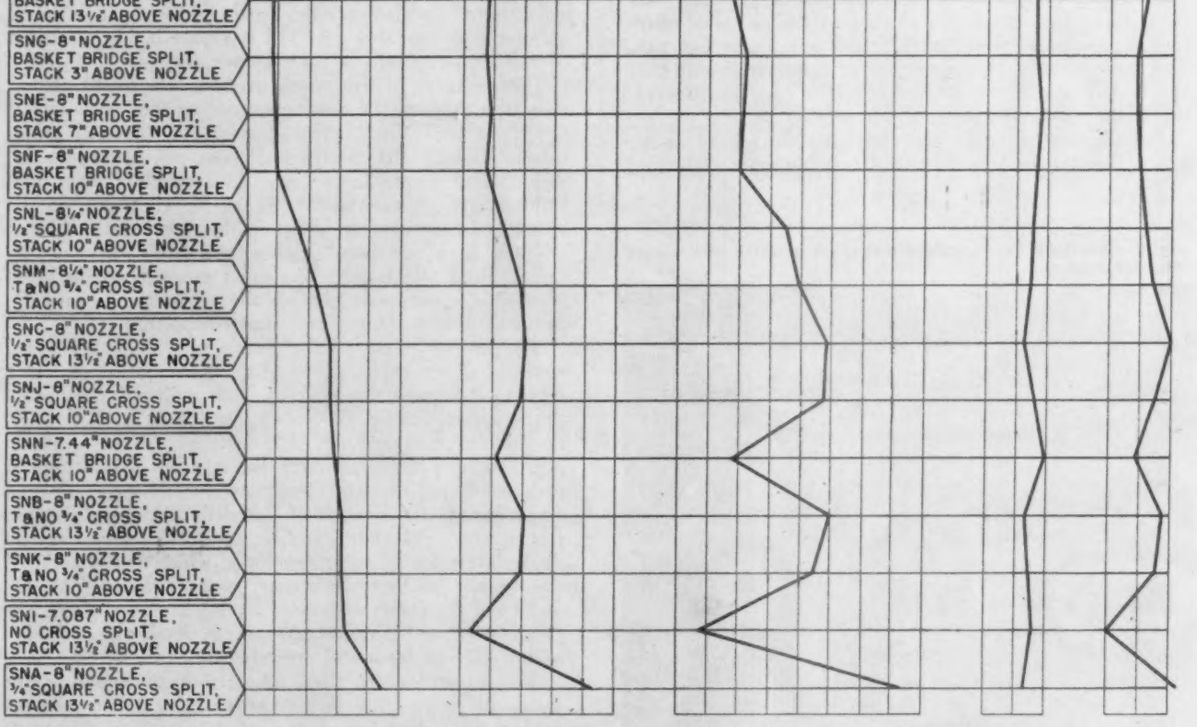

EXHAUST NOZZLE PRESSURE– PSIG
6 8 10 12 14 16
FIREBOX DRAFT IN WATER
8 10 12 14 16 18
AIR FLOW 1000 LBS. PER HOUR
80 90 100 110 120
BOILER EFFICIENCY
85 90
SUPERHEAT TEMP.
650 700
SND-8" NOZZLE, BASKET BRIDGE SPLIT, STACK 13½" ABOVE NOZZLE
SNG-8" NOZZLE, BASKET BRIDGE SPLIT, STACK 3" ABOVE NOZZLE
SNE-8" NOZZLE, BASKET BRIDGE SPLIT, STACK 7" ABOVE NOZZLE
SNF-8" NOZZLE, BASKET BRIDGE SPLIT, STACK 10" ABOVE NOZZLE
SNL-8¼" NOZZLE, ⅛" SQUARE CROSS SPLIT, STACK 10" ABOVE NOZZLE
SNM-8¼" NOZZLE, T&NO ¾" CROSS SPLIT, STACK 10" ABOVE NOZZLE
SNC-8" NOZZLE, ⅛" SQUARE CROSS SPLIT, STACK 13½" ABOVE NOZZLE
SNJ-8" NOZZLE, ⅛" SQUARE CROSS SPLIT, STACK 10" ABOVE NOZZLE
SNN-7.44" NOZZLE, BASKET BRIDGE SPLIT, STACK 10" ABOVE NOZZLE
SNB-8" NOZZLE, T&NO ¾" CROSS SPLIT, STACK 13½" ABOVE NOZZLE
SNK-8" NOZZLE, T&NO ¾" CROSS SPLIT, STACK 10" ABOVE NOZZLE
SNI-7.087" NOZZLE, NO CROSS SPLIT, STACK 13½" ABOVE NOZZLE
SNA-8" NOZZLE, ¾" SQUARE CROSS SPLIT, STACK 13½" ABOVE NOZZLE

**Fig. 1—Southern Pacific test-plant results of various front-end arrangements at a firing rate of 5,000 lb. per hr.**

scale standing tests of steam locomotives. By arrangement with Walter F. Collins, engineer of tests of the New York Central, the Southern Pacific was given permission to use his patented method of desuperheating steam within the cylinders of a standing locomotive, so that the results obtained in the test plant are reproducible in road tests. This was accomplished by spraying cold water into the superheated steam entering the cylinders, and reducing the pressure and temperatures to the desired values. When the cold water was changed to steam, it was necessary to remove an equivalent volume by a by-pass system so that the proper volume of steam was left to pass through the exhaust nozzle.

The Sacramento standing test plant was designed to reduce to a minimum the human element required in operating and translating information, and included indicating, recording and controlling instruments, so that operating of the plant was practically automatic.

The basic aim of the research program was to improve the efficiency of combustion, to reduce the resistance to flow of gasses from the firebox through the tubes, spark arrester and stack, and to reduce the back pressure in the cylinders.

Fundamentally, the test program consisted of three main divisions, as follows:

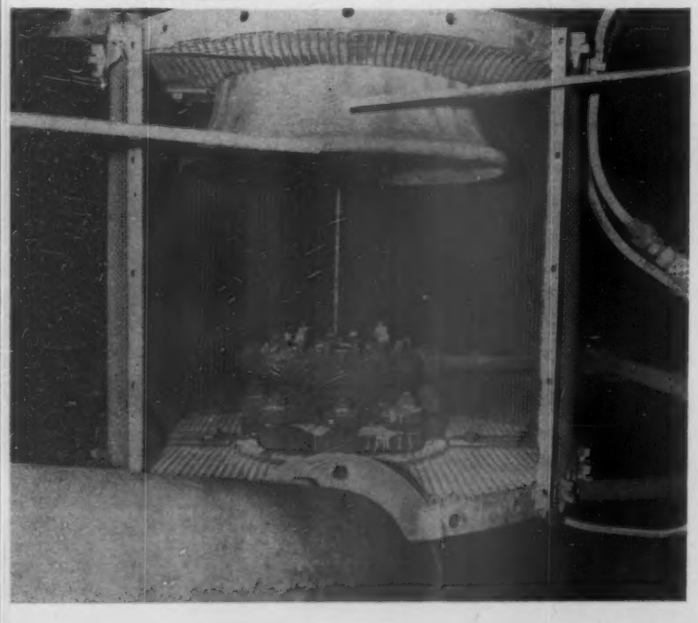
1. Model (small scale) tests of the fire box, tubes, and smoke box of a selected locomotive, conducted by the Battelle Memorial Institute, Columbus, Ohio, and sponsored by the railroad company.
2. Full-scale tests on a selected locomotive in the standing test plant.
3. Dynamometer-car road tests on a selected locomotive to verify the results of standing and model tests.

Certain basic data were obtained, for use by both the Battelle Memorial Institute and the Southern Pacific in setting up equivalent operating conditions when testing locomotives in the standing test plant.

Battelle's first phase of testing was to provide a one-quarter scale fire box with suitable means for maintaining the lower than atmospheric pressures found in practice. Tests indicated that the standard design of air entry was restrictive. This led to the design of the so-called elliptical, or rounded, approach air openings in the fire pan. Full scale tests of this approach principle indicated that the turbulence of the air entering the fire box was required to properly atomize the fuel oil.

Battelle next installed and tested a scale replica of the tubes, flues and smoke box to determine what resistance to gas flow was involved. Numerous tests were made to determine the effect of change in size of stack, nozzle diameter, size, and shape of nozzle cross split, height of stack above nozzle, and their relation one with the other.

**Fig. 2—Southern Pacific cylindrical spark arrester with access door removed**



This series of tests produced much vauable data, and indicated that the present 20-in. maximum stack diameter might safely be increased to 24 in. It was found that within a range of several inches from the mean, the stack height (Fig. 1) was not critical. These tests also indicated that the present design cross split was a most effective means of spreading the exhaust steam to insure filling the smoke stack.

The Southern Pacific's investigation of the standing tests was divided into five major phases, as follows:

1. Spark-arrester tests.
2. Exhaust-nozzle and stack-height tests.
3. Interim improvements (that is, those items of equipment which might be improved and applied to locomotives between major shoppings).
4. Fire-pan tests.
5. Burner tests.

In analyzing the causes of resistance to gas flow through the fire-pan tubes, flues, and spark arrester, it was considered impractical to reduce the resistance through the tubes and flues, due to inherent obstructions offered by the superheater units. Of the two remaining sources of resistance, the Southern Pacific chose the smoke box for first attention.

### *S. P. Spark Arrester*

The Southern Pacific spark-arrester design for oil burning locomotives was basically that of the Master Mechanic's front end, except that the back or diaphragm plate varied from almost continuous plate to almost entirely netting, according to class of locomotives. The tests indicated that a considerable reduction in resistance could be obtained by removing all components of the former spark arrester and substituting a barrel shaped, or cylindrical, spark arrester surrounding the immediate area around and between the nozzle and stack. This spark arrester with one side removed is shown in Fig. 2. Some of the piping shown is for test purposes only.

The diameter of this spark arrester was based on the free area through the netting exceeding the total area of the tubes and flues. The laws of the various states through which the Southern Pacific operates were reviewed and where there were no restrictive laws, and little danger of causing fires along the right-of-way, the spark arresters were removed in their entirety. This has resulted in a saving of maintenance time, in that the tubes, flues, and superheater units are now much more accessible, eliminating entirely the necessity of removing portions of the arrester to permit inspection.

The second phase of the Southern Pacific tests consisted of an extensive survey of the front end, duplicating in some instances the work of other railroads, including the Southern Pacific. With the exception of E. G. Young's two studies, covered by University of Illinois Bulletin No. 256 and Supplementary Bulletin No. 274, there is little published material dealing with exhaust-nozzle and stack design. As a result of Battelle's work on this subject, it was found that the efficiency of the exhaust system depends on the entrainment ratio, which is the ratio of the weight of the combustion gases evacuated to the weight of the steam exhausted during a unit of time. The creation of a high draft is not in itself the criterion of an efficient front-end arrangement.

The investigation also indicated that changing the nozzle diameter (the effective area of the steam passage) is interdependent on changing the stack diameter to

maintain a nearly fixed ratio. These tests were conducted with the largest Southern Pacific stack, which is 20 in. in diameter.

The exhaust stand is of normal design, with an exhaust passage area equal to or exceeding that in the cylinder exhaust cavities. The standard nozzle consists of a round bore with a simple cross split of square metal turned so that the section diagonals are vertical and horizontal. The cross is placed on the nozzle and located 45 deg. from the longitudinal center line of the locomotive. The stack follows the Association of American Railroads design and consists essentially of a tapered stack and straight stack extension or petticoat.

Early in the test, the possibilities of the basket or steeple-type cross split shown in Fig. 3 were investigated. Battelle also studied this and other types of cross-split nozzles. The combined efforts disclosed that the Southern Pacific present standard cross split, with minor modifications as to cross section size or location with reference to the extension down into the nozzle, was as good as the best of any other present designs.

The height of the stack above the nozzle was varied from 3 in. to 13½ in., with little difference observed between 7 in. and 13½ in. Ten inches was selected as the median for this class of locomotive in the test work to follow. Fig. 4 covers the combination selected by test as best suited for road operation. Standing test plant data generally indicated the best arrangement for road operation. However, in this particular instance, although the ½ in. square material of the cross split was found efficient on heavy-grade territory, on level territory it was necessary to increase the cross split material to ⅝ in.

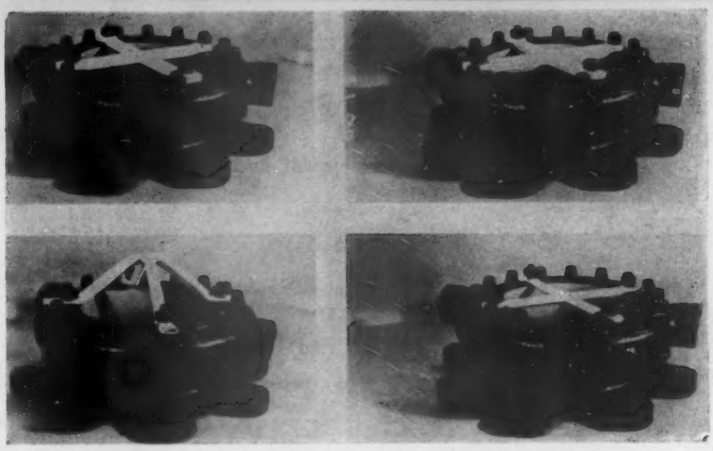
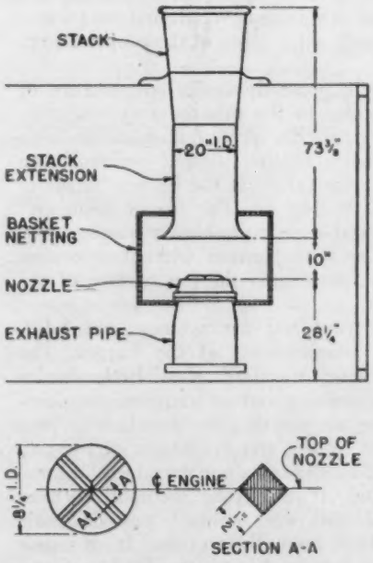


**Fig. 3—Southern Pacific standard cross-split exhaust nozzle, steeple split, and other variations tested**

Tests of the front end arrangements were conducted until it became evident that further improvements were interdependent on the fire-pan design and the air entry requirements of the burner.

Some of the interim improvements tested and reported on were: fuel-oil firing-valve designs, more efficient firebrick application, reduction of heat loss from noninsulated boiler sheets, use of top boiler check, relocation of oil-burner support bracket, removal of obstructions in the smoke box, changes in components of the feedwater heater, and proper fuel-oil temperatures at the burner.

On the left in Fig. 5 is shown the former Southern Pacific standard plug-type fuel-oil valve. Controlled tests indicated that by moving the firing-valve handle the minimum distance on the quadrant (one tooth) the oil flow increased from five to forty gallons per hour. After




DETAIL OF NOZZLE AND CROSS SPLIT

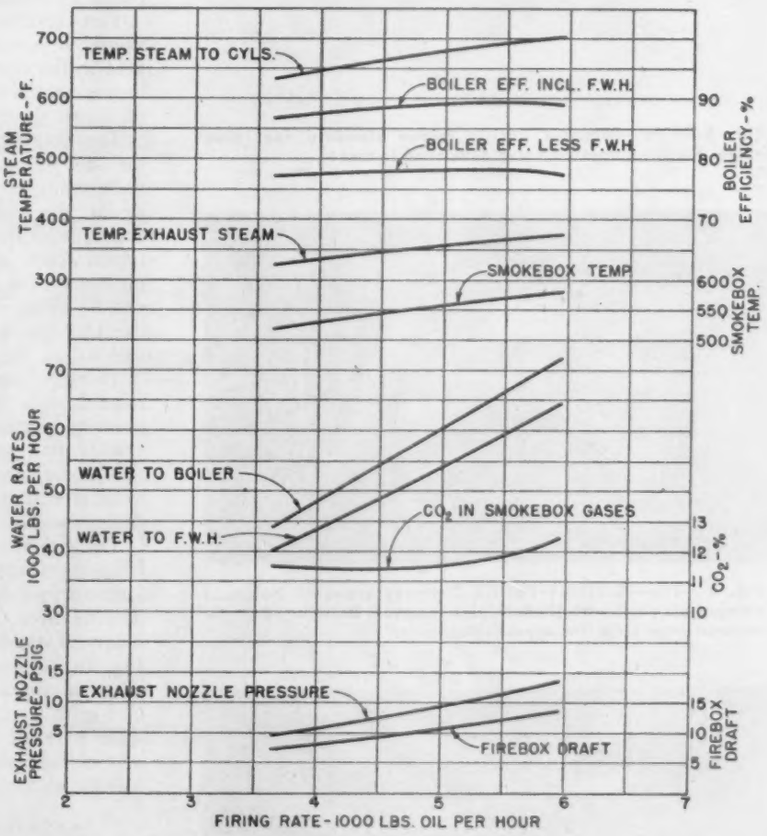



**Fig. 4—Southern Pacific front end arrangement selected by test as best suited for road operation**

## General Characteristics of Locomotives Tested

| | S.P. Class GS-1 | L.& N. Class M1 | B.& O. Class T-3b | C.P. Class H1e | C.& N.W. Class H-1 |
|---|---|---|---|---|---|
| Wheel arrangement | 4-8-4 | 2-8-4 | 4-8-2 | 4-6-4 | 4-8-4 |
| Tractive force, lb. | 62,200 | 65,290 | 65,100 | 45,300 | 71,800 |
| Tractive force, with booster, lb. | 75,900 | 79,290 | .... | 57,300 | 84,200 |
| Cylinders, two, dia.-stroke, in. | 27 by 30 | 25 by 32 | 27 by 32 | 22 by 30 | 27 by 32 |
| Driving wheels, dia., in. | 73 | 69 | 70 | 75 | 76 |
| Boiler pressure, lb. | 250 | 265 | 230 | 275 | 275 |
| Overall length (locomotive and tender) ft.-in. | 100-3½ | 93-8* | 101-6⅜ | 90-10 | 103-5¼ |
| Weight on driving wheels, lb. | 262,000 | 267,500 | 255,000 | 194,000 | 288,000 |
| Total weight of locomotive and tender in working order, lb. | 737,300 | 757,000 | 740,000 | 649,000 | 818,000 |
| Oil capacity of tender, gal. | 4,912 | .... | .... | 4,100 | .... |
| Water capacity of tender, gal. | 16,152 | 22,000 | 20,000 | 12,000 | 18,000 |
| Coal capacity of tender, tons | .... | 25 | 25 | .... | 20 |

*Total wheel base.

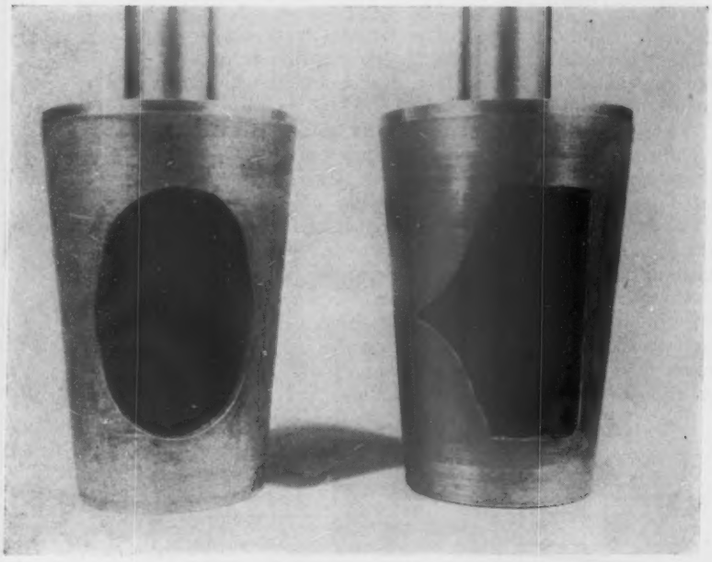


**Fig. 5—Left—Southern Pacific former standard fuel plug valve. Right—Improved valve developed in test**

**Fig. 6—Top—Southern Pacific Company standard balanced damper air ports with flash shields removed. Bottom—Battelle experimental elliptical approach air ports**

extensive study, the single taper plug valve, as shown on the right in Fig. 5, was adopted as being the most efficient. This design permits fine adjustment of the fuel oil flow for spot fires when drifting or standing. Further rotary motion brings the larger opening into operation where quantity rather than fine control is desired.

A series of tests indicated that the height of the fire brick on the inside side sheets could be lowered from about the fourth row of staybolts to the second, thus exposing more heat-transfer surface without harm to the sheets.

Tests also indicated an improved heat distribution between the top and bottom boiler courses and in the throat sheet and water-legs when the top boiler check was used, as compared with side boiler checks.

The practice of mounting the oil-burner bracket on the fire pan and the oil piping on the locomotive frame frequently led to misalinement. This condition was corrected by mounting the oil-burner bracket on the frames.

Test results showed that the feedwater equipment should be modified to include application of a top air vent in the heater, and elimination of present cold-water by-pass in the heater with application of the proper length of spray sleeve.

The Southern Pacific presently limits temperature of the fuel oil in the tender to the minimum specification flash point of 150 deg. F. For proper atomization with steam, the characteristics of the blended residual type fuel require that the temperature at the burner be maintained from 175 to 190 deg. F. The closed steam-coil oil heater was redesigned so that the higher temperatures can be obtained locally at the burner without exceeding the 150 deg. F. temperature near the top surface of the fuel oil in the tender.

The fire pan and front end arrangement are interrelated with the air requirements of the burner. The present Southern Pacific standard Von Boden-Ingles gravity flow steam atomizing burner requires considerable turbulence of the air entering the fire box to promote atomization. The testing and evaluation of fire-pan designs was conducted by changing one variable at a time.

The fire-pan designs of oil-burning locomotives used by other Class I railroads were studied, and desirable features included in later tests. Tests ranged from minor modifications of the Pacific Lines' standard counterbalanced damper air ports (shown on the upper half of Fig. 6) to major relocation of air ports. The Battelle elliptical approach air ports are shown on the lower half of Fig. 6.

As a result of this study, the design and the location of the side air ports were improved on Pacific Lines cab-ahead articulated locomotives.

*(The concluding part of this article will appear in the December 2 issue.*—EDITOR)

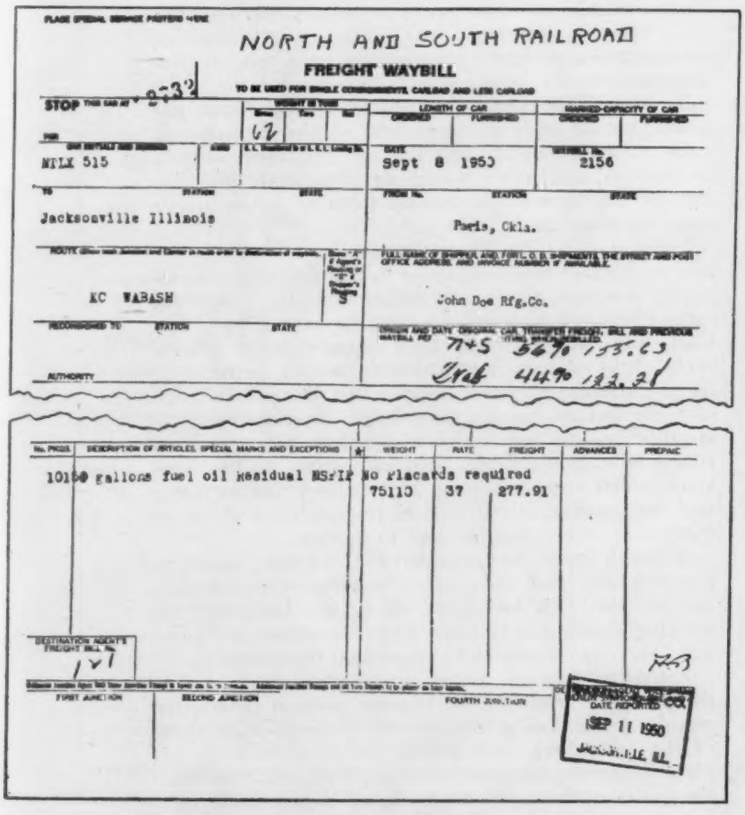
# Wabash Cuts Waybill Abstracting Expense

By W. R. EASTMAN
Comptroller
Wabash

The auditor of revenues' office of the Wabash has cut the expense of preparing abstracts of waybills by 5 to 10 cents per bill through the use of microfilming, after the divisions have been placed on the face of the waybill. In lieu of applying the division bases to the abstracts, which may cover from one to any number of waybills on traffic between two given points, the division bases are applied direct to the face of each waybill. Each road's proportion is then figured on the calculating machine, after which a simple recapitulation of waybills is prepared for closing out the interline settlements.

### *Original to Originating Carrier*

The original waybill and recapitulation of waybills are furnished the originating carrier, instead of the abstract and recapitulation of abstracts used heretofore.



NORTH AND SOUTH RAILROAD

FREIGHT WAYBILL

STOP

NTLX 515

Sept 8 1950

2156

Jacksonville Illinois

Paris, Okla.

KC WABASH

John Doe Rfg.Co.

AUTHORITY

| No. Pkgs. | DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS | * | WEIGHT | RATE | FREIGHT | ADVANCES | PREPAID |
|---|---|---|---|---|---|---|---|
| 10150 | gallons fuel oil Residual NS#1F No placards required | | 75113 | 37 | 277.91 | | |

DESTINATION AGENT'S FREIGHT BILL No. 171

FIRST JUNCTION | SECOND JUNCTION | FOURTH JUNCTION

DATE REPORTED OCT SEP 11 1950

Waybill with divisions applied to face

The operator feeds waybills through a microfilming machine after divisions have been applied

(The latter have been discontinued.) Under this method transcribing errors are eliminated. The record of the original waybill is maintained on microfilm in the office of the auditor of revenues. This saves file space and lends itself to ready reference when needed for claim data or other purposes.

The Wabash plan eliminates the work formerly required to prepare the abstract or recapitulation of waybills. The original waybill forms the basis for the interline settlement and adapts itself to easier checking of divisions, and also makes more easy and flexible the checking of in-transit waybill accounts.

### *Plan to Be Expanded*

At this writing only direct-connection waybills (involving one road other than the Wabash) are being handled under the plan. It is the intention to expand the plan by including waybills covering movements in which three or more lines are involved. When this is accomplished, the divisional bases will be inserted on the original waybills and the waybills will constitute the interline settlement which goes to the originating road in lieu of an abstract. In lieu of an intermediate abstract, each intermediate carrier will be furnished a photo copy of the original waybill with the division bases and proportions shown thereon. The present recapitulation of waybills will handle the accounting work much as it does now, except that each road will have a 100 per cent correct record instead of a transcribed record and a meager passing report.

Based on the Wabash experience with this plan, it is estimated that saving approximately five to ten cents per waybill can be realized by all roads adopting the microfilming plan, plus the benefit of conserving manpower, which is very essential these days. Additional savings can be had if the roads which use key punch and tabulating machine equipment will arrange for exchange of cards. The settling carrier can readily reproduce a duplicate set of cards for submission along with the original waybills. The originating line can reproduce the information on its card form if cards differ in column alinement.

# Making the Salary Fit the Job

***Western Pacific's careful evaluation of managerial positions develops logical and equitable salary structure for supervisors and executives, including principle of merit raises***

By GILBERT H. KNEISS
Assistant to President, Public Relations
Western Pacific

Job evaluation as a means of effecting an equitable wage structure is relatively new in American industry, dating back only to World War I. In the intervening years the procedure has been firmly established among progressive corporations of sufficient size to avail themselves of its results. Comparatively few companies, however, have attempted to develop procedures for evaluation of managerial salaries.

So far as is known to the writer, no American railroad has turned to managerial position evaluation in an effort to rationalize its salary structure. As a result, the average road is paying its officers and supervisors flat salaries that have been set largely by hit or miss methods and which, as a result, bear but little logical relationship to each other and to the responsibilities of the individual job.

uties of the Position: List all consequential duties, grouped under the principal divisions listed in Section II. For each such principal division, list the duties in order of their importance to the success of the business. General duties, (see page 5 of Instructions), outside of these principal divisions of your work should be given next. These should also be arranged in the order of importance. Number the duties consecutively from first to last; do not start with the number one in each group.

e Making Operations within Pacific Southcoast Freight Bureau Territory.

Supervises 1 Assistant General Freight Agent and, through him,
½ 1 Secretary, ½ 1 Chief Rate Clerk, 2 Head Rate Clerks, 2 Rate Clerks,
½ 1 Head File Clerk, ½ 1 Steno-Clerk, ½ 1 Tariff Compiler, ½ 1 Tariff
Clerk, and ½ 3 Junior Clerks.

½ - Supervised jointly by T. P. Wadsworth and J. L. Amos.

king Operations within Pacific Southcoast Freight Bureau Territory involve:

ermines action to be taken on freight rate adjustments within said
erritory.
iews traffic statistics and other pertinent information to determine effect
f proposed adjustments on Western Pacific revenue and flow of traffic.
lyzes and determines effect of proposed adjustments as to: Economic
ffects; effect on other rate adjustments; whether it is desirable; general
ompany policy with respect to relations with the shipping public, relations
ith other rail carriers and other forms of transportation.
iews and analyzes decisions of Federal and State Regulatory Bodies to
etermine their effect on rate structures and consults with Law Department
hen necessary.
iews and determines propriety of overcharge or undercharge claims of
ontroversial nature submitted by Accounting Department.
ins and develops Freight Traffic Department personnel engaged in rate
ctivities.
ends meetings with shippers, representatives of other railroads or railroad
rganizations involving rate matters within Pacific Southcoast Freight
ureau territory.
tes rates to general public, Auditor of Freight and Passenger Accounts and
ther departments requesting same, Western Pacific Traffic representatives,
d other railroads.
lishes, posts and distributes freight tariffs issued by Western Pacific,
acramento Northern or Tidewater Southern.

Making Operations-Transit and Terminal.

Supervises 1 Assistant General Freight Agent and, through him,
½ 1 Secretary, ½ 1 Chief Rate Clerk, 1 Head Rate Clerk, 1 Rate Clerk,
½ 1 Head File Clerk, ½ 1 Steno-Clerk, ½ 1 Tariff Compiler, ½ 1 Tariff
Clerk, and ½ 3 Junior Clerks.

½ - Supervised jointly by T. P. Wadsworth and J. L. Amos.

**Fig. 1—A sample page from a completed form, detailing some duties of a typical position**

There are a number of reasons why such conditions have developed. Biased opinions of the relative importance of various departments, personal friendship or prejudice, varying degrees of salesmanship in impressing the boss, office politics, outside influences—all have played their parts.

### *Objectives of Program*

The situation on the Western Pacific was probably no worse, and certainly no better, than on the average American railroad when Frederic B. Whitman assumed the office of president last year. Like the Mikado who was determined "to make the punishment fit the crime," however, he was convinced that the salary should fit the position, and that only by evaluation could the inequities which the existing salary structure was producing be wiped out.

A comprehensive position evaluation program was the means chosen. The details of the program were developed by Paul Eliel, consultant on managerial subjects. By means of this program it was expected that inequities in compensation would be eliminated; that the possibilities of securing and developing a competent and effective managerial group would be increased; that favoritism would be prevented; that morale would be built; that costs would be reduced through such improved morale and improved relationships between all levels of management; and that all employees subject to position evaluation would be impressed with the fact that management recognized them as the railroad's most important asset.

Every position can be analyzed in terms of the factors or elements which comprise it. The first step in comparing positions, then, is to decide upon the significant factors that are involved. In the case of the W.P., Mr. Eliel, who had previously been engaged for a general study of the company's organization and an appraisal of its managerial personnel, decided that there were three of these factors, namely, knowledge, decisions, and responsibility—the knowledge required to fill a position successfully, the difficulty and complexity of the decisions which anyone holding the position had to make, and the importance and type of responsibility which an incumbent of the position had to assume.

A fourth factor was considered in the early stages of the program, that of working conditions surrounding the position. This was discarded on the basis that the working conditions of none of the positions evaluated were onerous enough to be taken into consideration.

Extensive detailed preparations were made before the plan was launched. A 14-page position description was developed, listing first the title of the position, name of the incumbent, and general information as to his place in the organization structure. Next, all consequential duties of the position were listed in detail and numbered for reference. (See Fig. 1.) These duties were

divided between those for which the holder of the position exercised supervisory responsibility and those which he performed himself. Following this were three sections, each devoted to development of information as to the three factors mentioned above, which would be significant in evaluating the relative importance of each factor.

### *Knowledge, Decisions, Responsibility*

Thus, under required knowledge, all areas of knowledge used or valuable in the railroad business were listed. The extent of knowledge of each area required to carry out each of the consequential duties of the position was indicated by inserting the number of the duty in one of three columns headed "thorough," "working," or "acquaintance." "Thorough" was defined as a comprehensive grasp of the subject in all or most aspects of the field of knowledge, "working" as the ability to use independently many of the aspects of the field of knowledge, and "acquaintance" as the ability to discuss technical problems of the subject intelligently or to direct those who are expert in the field of knowledge. (See Fig. 2.)

Next came decisions. The incumbent listed the numbers of the duties which he considered called for complex or difficult decisions and the numbers of the duties which especially called for the use of the following elements in making decisions: Investigation, forecasting, planning, organizing, coordinating, and controlling. He also listed information on the policies he controlled and the degree of supervision which he received. (See Fig. 3.)

IV. Knowledge Required: If the performance of your duties requires knowledge in one of these areas, enter in the appropriate column the number of one duty or even several duties, requiring the knowledge. (See page 9 of Instruction and page 1 of Statement of Factors for further details.) Keep in mind that you are describing the job and not what you know. If you indicate a thorough knowledge of a subject not normally associated with your regular duties, cover by a note on page 8. Additional subdivisions may be added if they clarify the form and other areas of knowledge may be added on page 8.

| AREAS | EXTENT OF KNOWLEDGE | | |
|---|---|---|---|
| | Thorough (•1) | Working (•2) | Acquaintance (•3) |
| Accounting | | | |
| Capital Expenditures | | | |
| Disbursements | | | 4 |
| Freight & Passenger | | | 1,2,4,6,10,14,15,16 |
| Miscellaneous Accounts | | | |
| Payroll | | | 3 |
| Other | | | |
| Advertising | | | |
| Preparation | | | |
| Review and Approval | | | |
| Claims (Freight) | | | 1,2,6,10,14,15 |
| Corporate Matters not elsewhere included | | | |
| Customer Relations | | | |
| Freight | 1,2,6,7,8,10,14, 15,18 | 4,13,16,17 | 3,9,11 |
| Passenger | | | |
| Economics | | | |
| Agriculture | ) | 1,2,6,7,8,10, 14,15,17,18 | |
| Plant Location | ) | | |
| General | ) | | |
| Railroad | ) | | |
| Engineering | | | |
| Civil | | | |
| Electrical | | | |
| Industrial | | | |
| Mechanical | | | |
| Other | | | |

• For the meanings of the words Thorough, Working and Acquaintance see page 8 hereof and also page 9 of the Instructions.

**Fig. 2—A sample page from a completed form, listing knowledge required in a typical position**

V. Difficulty and Nature of Decision or Action:

1. List the numbers of the duties in respect of which you consider the decisions you are required to make especially Complex and Difficult:

# 1 # 2 # 5 # 6 # 7 # 8 # 9 # 10 # 13 # 14 # 16 # ___ #

2. List the numbers of the duties which especially require you to use the elements as listed below involved in making decisions or taking action

a. Investigation: # 1 # 2 # 5 # 6 # 7 # 8 # 11 # 14 # ___ #

b. Forecasting: # 1 # 2 # 6 # 7 # 8 # 14 # ___ # ___ #

c. Planning: # 1 # 2 # 5 # 6 # 7 # 8 # 9 # 10 # ___ #

d. Organizing: # 3 # 5 # 9 # 11 # 13 # ___ # ___ # ___ #

e. Co-ordinating: # 1 # 2 # 3 # 4 # 5 # 9 # 11 # 13 # ___ #

f. Controlling: # 1 # 2 # 3 # 4 # 5 # 13 # ___ # ___ # ___ #

3. What kinds of policies must you develop? (See page 10 of Instructions

Develops plans and procedures with respect to rate making operation west of T.C., rate making operations-transit and terminal and office operations and bureau management (#13).

4. In general, certain policies are developed by others, but must be appr by you. Indicate what these are.

Approves plans and procedures with respect to rate making operation within PSFB and rate making operation-transit and terminal developed by AGFA's; drayage contracts and office operations.

5. To what extent do you rely on standard practices in the performance of duties, such as legal requirements, rules of regulatory bodies such as I.C.C. or the P.U.C., established practices, rules and regulations, an cific or implied organizational limitations?

Company policies and regulation by Interstate Commerce Commission, P.U.C. and other state regulatory bodies.

**Fig. 3—A sample page from a completed form, indicating decisions or action required in a typical position**

**Fig. 4—A sample page from a completed form, showing responsibility attached to a typical position**

VI. Responsibility: Review your list of duties and list the numbers of those involve responsibility for something valuable to the Company, considering

- Frequency (Consider Where and How Frequently failure or improvement co occur.)
- Probability (Consider Likelihood of failure or improvement and Safeguar against failure).
- Seriousness (Consider probable magnitude of Losses, such as Money, Mat Time, Goodwill, in the event of failure, and probable magnitude of sav gain in the event of improvement.)

1. For Men: •

| | | | | | | |
|---|---|---|---|---|---|---|
| Planning | # 5 | # 9 | # 11 | # | # | # |
| Performance | # 1 | # 2 | # 3 | # 4 | # 11 | # 12 |
| Selection | # 3 | # 5 | # | # | # | # |
| Training | # 1 | # 2 | # 3 | # 4 | # 5 | # |
| Organizing | # 1 | # 2 | # 3 | # 4,5 | # 9 | # 11 |
| Disciplining | # 3 | # 5 | # 12 | # | # | # |
| Transferring | # 3 | # 5 | # 12 | # | # | # |
| Paying | # 3 | # 5 | # 11 | # | # | # |
| Promoting | # 3 | # 5 | # 9 | # 12 | # | # |
| ~~Safety~~ | # | # | # | # | # | # |
| Relations | # 3 | # 5 | # 12 | # | # | # |

2. For Sales and Service:

| | | | |
|---|---|---|---|
| Initiating | # 1 | # 2 | # |
| Selling | # 1 | # 2 | # |
| Planning | # 1 | # 2 | # |
| ~~Advertising~~ | # | # | # |
| Pricing | # 1 | # 2 | # |
| Servicing | # 1 | # 2 | # |
| Corresponding | # 1 | # 2 | # |
| Analyzing | # 1 | # 2 | # |
| Negotiating | # 1 | # 2 | # |

3. For Assets:

a. Money and Money Items

| | | | | | |
|---|---|---|---|---|---|
| Expending | # 4 | # 13 | # | # | # |
| ~~Receiving~~ | # | # | # | # | # |
| ~~Handling~~ | # | # | # | # | # |
| Collecting | # 16 | # | # | # | # |
| ~~Disbursing~~ | # | # | # | # | # |
| ~~Controlling~~ | # | # | # | # | # |

b. For Materials

| | | | |
|---|---|---|---|
| ~~Planning~~ | # | # | # |
| ~~Selecting~~ | # | # | # |
| ~~Procuring~~ | # | # | # |
| ~~Receiving~~ | # | # | # |
| ~~Storing~~ | # | # | # |
| ~~Disbursing~~ | # | # | # |
| ~~Processing~~ | # | # | # |
| ~~Transferring~~ | # | # | # |
| ~~Inspecting~~ | # | # | # |
| ~~Standardizing~~ | # | # | # |
| ~~Accounting~~ | # | # | # |

c. For Equipment

| | | | | | |
|---|---|---|---|---|---|
| ~~Designing~~ | # | # | # | # | # |
| ~~Selecting~~ | # | # | # | # | # |
| ~~Procuring~~ | # | # | # | # | # |
| ~~Maintaining~~ | # | # | # | # | # |
| ~~Operating~~ | # | # | # | # | # |
| ~~Scrapping~~ | # | # | # | # | # |
| ~~Inspecting~~ | # | # | # | # | # |
| ~~Repairing~~ | # | # | # | # | # |

• Cross out inapplicable words.

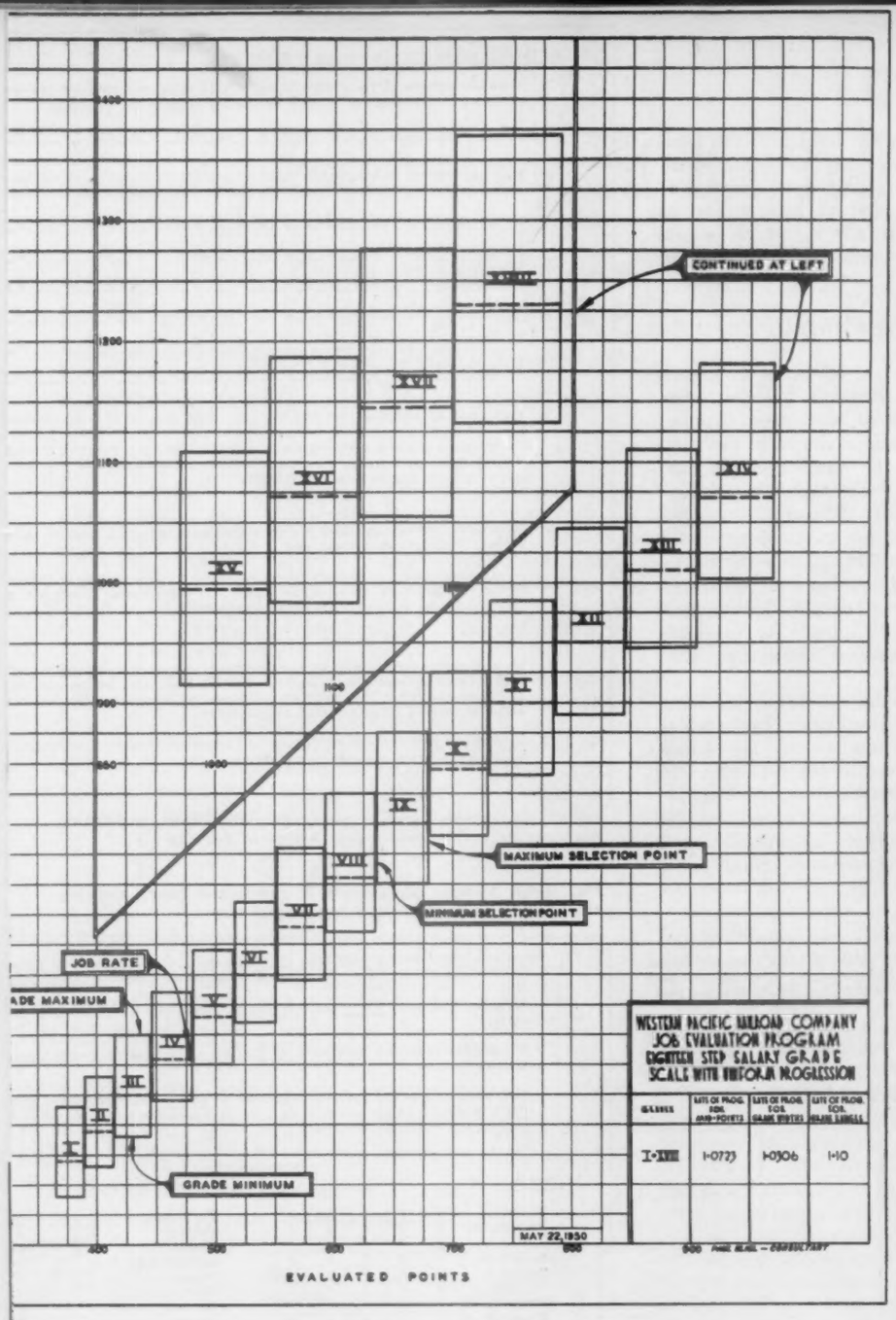



**Fig. 5—Completed job and salary evaluation chart (to be read in conjunction with table on page 31)**

As soon as the details had been decided upon and the material developed in its final form, Mr. Whitman appointed a Position Evaluation Committee to receive and weigh the results. The committee was made up of H. C. Munson, vice-president and general manager; H. E. Poulterer, vice-president—traffic; L. J. Gosney, general auditor; I. M. Ferguson, special assistant—personnel; and President Whitman himself. Logan Paine, assistant secretary, acted as secretary of the committee, and Mr. Eliel was an ex-officio member. This committee was selected not only because it included most of the top officers of the company whose decisions as to positions to be evaluated would be least affected by personal considerations, but also because it was representative of the most important aspects of railroad management.

The first thing the committee did was to select a list of 20 positions as guides, each of which was sufficiently different from all of the others so that it could be readily distinguished from the standpoint of the three factors of knowledge required, decisions to be made, and responsibility to be exercised. The guide positions also embraced practically the entire existing salary scale and represented a cross-section of the more important departments of the railroad.

Each of these 20 individuals was given a blank position description form and asked to complete it after full study of the accompanying explanatory material. When these had all been turned in, each member of the committee was given a copy of each of the completed forms. They then proceeded separately and without consultation with each other to rank all 20 guide positions in the order of what was felt to be their importance under each of the three factors of knowledge, decisions, and responsibility. For this ranking the "paired comparison" method was used. This means that every position was considered and compared in turn for each factor

Under responsibility, the third basic factor, the numbers of each duty which involved responsibility for men, sales and service, assets, records, methods and outside relations were listed under applicable subheads. (See Fig. 4.)

Together with the blank description to be filled out, the incumbent was given a completed description for a nonexistent position for guidance, a detailed statement of the reasons for the program and what was expected to be accomplished, with emphasis on the fact that it was the position, not the man, that was being evaluated, and a very complete set of instructions. It was a formidable slug of material to put before a busy man and caused some initial dismay. Nevertheless, after a first reading it was apparent to almost everyone that there was nothing complicated or mysterious about it, although a good deal of time and study would be necessary to complete the description of any position.

**EIGHTEEN STEP SALARY SCALE—**
**MINIMA AND MAXIMA ROUNDED TO NEAREST $5**

(See Fig. 5 for visual presentation of scale)

| Grade | Minimum | Minimum Selection Point | Job Rate | Maximum Selection Point | Maximum |
|---|---|---|---|---|---|
| I | $ 340 | $ 362 | $ 370 | $ 388 | $ 415 |
| II | 365 | 389 | 395 | 416 | 440 |
| III | 390 | 417 | 425 | 446 | 475 |
| IV | 420 | 447 | 455 | 479 | 510 |
| V | 450 | 480 | 490 | 514 | 545 |
| VI | 485 | 515 | 525 | 552 | 585 |
| VII | 520 | 553 | 565 | 593 | 630 |
| VIII | 560 | 594 | 605 | 636 | 675 |
| IX | 600 | 637 | 650 | 682 | 725 |
| X | 640 | 683 | 695 | 730 | 775 |
| XI | 690 | 731 | 750 | 785 | 835 |
| XII | 740 | 786 | 800 | 843 | 895 |
| XIII | 795 | 844 | 860 | 905 | 960 |
| XIV | 855 | 906 | 920 | 971 | 1,030 |
| XV | 915 | 972 | 995 | 1,043 | 1,110 |
| XVI | 985 | 1,044 | 1,070 | 1,119 | 1,190 |
| XVII | 1,055 | 1,120 | 1,145 | 1,201 | 1,275 |
| XVIII | 1,130 | 1,202 | 1,230 | 1,289 | 1,370 |

with every other position on the list in order to establish whether it required more or less of a particular factor than the other guide positions.

When each member of the committee had thus ranked the guide positions, a series of meetings was held at which these rankings were compared and discussed until there was unanimous agreement under each factor as to the way in which the guide positions ranked. The committee then decided on an additional group of guide positions and when the procedure had been repeated and the results dovetailed, found itself with a ranked list under each factor of 39 positions considered truly representative of the important types of managerial posts on the W.P. and also representative of the existing salary range.

So far the committee had only established the ranking importance of the 39 positions. Under the next step it was necessary to establish their relative importance. To assign a relative value to each of the guide positions, each member of the committee separately assigned such "evaluation points" to each position under each factor as in his best judgment represented such relative value. In assigning these evaluation points the position descriptions were reviewed, particularly for the position that ranked the highest, the one that ranked lowest, and the one midway in the scale. These three positions were given tentative points to be used as a guide in placing the others.

When all guide positions had been assigned evaluation points under each factor, the committee reassembled to reconcile the results. There were wide variations of judgment, but after extended discussion and repeated reference to the forms a final "pooled judgment" was obtained for the evaluation points assigned to each position under each factor. Then these three figures were added for each position to give the total evaluation points assigned to it.

While the committee was thus engaged, all other positions to be evaluated were being written up by the incumbents on position description forms. When these were submitted the committee rated them as to evaluation points under each of the three factors, not by "paired comparison" in this case, which would have been practically out of the question because of the large number of positions, but by "slotting them in" under each factor with the previously evaluated list of 39 guide positions.

The specific procedure followed in carrying out this part of the program was to study each position description form and to compare the duties outlined for the position with the duties of the guide positions for which definite evaluation points had been agreed upon. Based on this comparison, a decision was reached as to where the job fell and how many evaluation points should be assigned to it. In other words, it was "slotted in" for each factor in its appropriate and logical place in the scale of evaluation points.

It was then a comparatively simple matter to total the evaluation points for the three factors and thus arrive at the final number of evaluated points accredited to the job.

### *Eighteen Salary Grades*

After considering various alternative suggestions, the committee adopted a salary grade chart consisting of 18 grades. On this chart each evaluation point was counted as one dollar of monthly compensation. The resultant chart is shown as Fig. 5. It was felt that the number of grades selected best fitted the data developed, and also most nearly met the overall opinions of the committee as to the spread which should be given between the maximum and minimum within each grade, in the amount of the grade to be reserved for incentive, and in the relationship and overlap between the grades. By means of simple formulas "minimum selection points" and "maximum selection points" were determined which established the grade in which a position fell. The committee also determined a "job rate" for each grade. The job rate was set at the minimum plus 40 per cent of the spread between minimum and maximum, and represents the salary to be expected after the incumbent has been on the job long enough to handle it satisfactorily and successfully. Progress from the minimum selection point to the job rate is not to be automatic but will require satisfactory though not necessarily outstanding service.

### *Incentives for Superior Performance*

One of the goals of the program was to abandon flat salary rates and to substitute progressive rates within a grade and thus establish incentives for superior performance. This is provided for in the remaining spread within a grade between the job rate and the maximum, no increases, however, being planned beyond the job rate except for exceptionally meritorious service.

The plan was approved by the board of directors and went into effect September 1. Previous salaries that were above those fixed by the evaluation program were not reduced; others were adjusted to fit the findings.

No plan is perfect. It is admitted that faults exist. Some have developed during installation of the program and these will be corrected by changing the procedures when new jobs are created and evaluated, or the duties and responsibilities of old jobs are materially changed and re-evaluation is undertaken.

Nevertheless, it is believed that the principal objectives set down by President Whitman on inaugurating the program have been achieved and that the time spent by top officers of the road in working out the details has been justified. That this has been considerable is shown by the fact that the committee held more than 30 meetings, many of which consumed an entire day. Western Pacific, for the first time, has a logical and equitable salary structure for its managerial positions.

# League Holds First West Coast Meeting

***Votes to stay out of eastern rate increase case — Hears Knudson's "Washington memo" — Attacks minimum rate moves of motor carrier interests***

Concentrating most of its direct attention on longer-range policy matters, rather than on the immediate problems of car shortages and emergency controls, 450 registered members of the National Industrial Traffic League met in its forty-third annual session at San Francisco on November 16 and 17, to deal with an exceedingly crowded docket necessitating two full days of business sessions, with adjournment at close to 6 p.m. the second day. More than 1,000 members and guests overflowed the hall's capacity at the luncheon on November 16 at which A. J. Falk, president of the California State Chamber of Commerce, speaking on "Traffic in Ideas," outlined the nature of free competitive business and chided the business community for "running to the government everytime it gets into difficulty . . . because, once government is invited into the economic structure, it stays there."

J. K. Knudson, defense transport administrator, informally described at the final session the organization of his administration and his intentions, in what he termed "a Washington memo." Pledging himself to institute no control not absolutely necessary, the speaker told the shippers: "You have before you a government employee who never wants to be a bureaucrat." He hopes the present crisis will "blow away so that no further control need be exercised." Jesting about his concern with the "D.T.'s" in the initials of his new agency, the commissioner said he would keep his staff small and that D.T.A. would "work hand-in-glove" with the Interstate Commerce Commission.

Mr. Knudson outlined the current freight car situation and characterized the tax amortization program as a hopeful spur to transportation agencies to get their shops and other facilities in shape to handle the load ahead. He emphasized that transportation must be adequately staffed and hoped that essential personnel would not be taken "unnecessarily" into the armed forces. As evidence that he does not believe in controls for their own sake, Mr. Knudson announced that, as a result of a satisfactory refrigerator car situation, penalty demurrage on this class of equipment had been suspended for 60 days effective November 16.

"There is no plan in prospect now for a heavy loading order," he declared, and he added that, in any event, there did not now exist a staff sufficient to issue the necessary exemptions thereto. He alluded further to the "possibility" that, were such an order issued in the future, the railroads be asked to share by rate allowances or otherwise the benefits they derive therefrom. In his "role of exhorter," the D.T.A. chief urged speedy loading and unloading and maximum loads, remarking that forces ought to be worked weekends and nights if necessary to these ends. Stating that observance of service orders has been good thus far, he warned that "it better stay so, because I shall have no hesitation in cracking the whip." The commissioner's announcement that he had called from retirement Warren C. Kendall, former Association of American Railroads Car Service Division head, to be his "railroad expert," provoked from the audience spontaneous applause.

Presiding over the meeting was President I. F. Lyons, traffic director of the California Packing Corporation, San Francisco, who noted that this was the first annual meeting of the league ever to be held west of Chicago. Some years ago, he said, "representation of the Pacific Coast in the league was small and its voice was weak," but that now its status had changed. Regarding the future, Mr. Lyons declared we are now engaged "in a shooting war, which will affect the whole economy" and that "the league must decide how to set its course for the probabilities of tomorrow." Executive Secretary E. F. Lacey reported that the organization gained 44 members net during the year and that its membership now lacked only three of making 1,500. A delegation of five members from the Canadian Industrial Traffic League was introduced by their president, J. S. Robertson, traffic manager of the Dominion Textile Company, Montreal.

### *Out of Rate Case*

The membership voted, for the first time in many years, to keep the league out of an overall freight rate case when it decided not to intervene in the four per cent increase application agreed upon by the Traffic Executives Association—Eastern railroads, in New York, on November 9. Much was made of the surmise that the petition will be silent on the matter of divisions and that the increase, if authorized, will bring increased revenues, on interterritorial traffic to and from the East, to Western and Southeastern roads, although they are not parties to the petition and, it is believed, are opposed to a general rate increase at this time. President Lyons dubbed the railroads' proposed petition "a most curious and startling application," on this ground, and moved that the members oppose the application to the extent that the rates of Western and Southern roads would be increased thereby.

As chairman of a special committee to consider the rate proposal, L. P. Siddons, traffic manager of the Holly Sugar Corporation, Colorado Springs, Colo., proposed that the league take the same position as it took in 1948 in the national rate increase cases then under way; that it aid the I.C.C. in ascertaining the facts, and then decide whether or not to oppose the increase. T. C. Burwell, vice-president of the A. E. Staley Manufacturing Company, Decatur, Ill., thought the league ought to stay out and let individual members take their own position. As for himself, "I'll take the stinking little four per cent increase." He averred it would cost him less money than he now pays for recoopering freight cars in bad condition; that everyone was aware of recent large increases in wages and costs; that every industry increases its prices when costs go up; and that there is no reason why a business which happens to be regulated as a com-

**(Left)—Retiring President I. F. Lyons; (center)—newly elected President A. G. Anderson; (extreme right) — new Vice-president A. H. Brown**

mon carrier cannot do the same. He was supported—in wanting the league to stay out—by R. V. Craig, general traffic manager of Allied Mills, Inc., Chicago, who said it would "be easy for us to get in the position of talking out of both sides of our mouths at the same time"—i.e., prescribing one price policy for the carriers and another for the industries the members represent. He declared the railroads know what they lost from diversion through the last increase and supposed, that in deciding to seek a further increase, they had taken into account that they would lose more. G. H. Shafer, general traffic manager of Weyerhaeuser Sales Company, St. Paul, asserted he didn't want to see shippers "indulge in pious observations" on the necessity for holding down railroad rate increases while raising their own prices. "This league has no business in this case." E. B. Smith, vice-president of General Mills, Minneapolis, supported this position. After considerable further discussion, the membership voted to table a motion to intervene, which will have the effect of keeping the league out of the eastern four per cent case when it comes before the commission.

On at least three topics—toll roads, the St. Lawrence Seaway and postal rates—the league entered into heated dispute on whether it ought to support a policy of socialized and subsidized transportation. It was evident that a substantial number of its members remained on guard throughout the meeting against the intrusion of other than commercial principles into transportation—however disguised the scheme. Controversy was particularly pointed over the long-range view whether the post office ought to be made to pay its way. By a majority vote of the league's standing committee on postal service there was submitted, by Chairman S. F. Kirby, assistant general traffic manager of Montgomery Ward & Co., Chicago (who it is understood, did not necessarily agree with the majority on all points), a supplemental report which set forth the general proposition that, as "a service of the national government to all the people," the postal system should be governed chiefly by consideration of needs, rather than revenues sufficient to cover all costs—although it held that rates should be set so as to "produce the greatest amount of revenue in relation to expenses." In a substitute motion, A. H. Brown, transportation commissioner of the Cleveland Chamber of Commerce, attacked this view as contrary to the basic principles of the league, stating that lack of consideration for revenue and expense is "an idea which has become poisonously prevalent with regard to all aspects of our government." "No one can deny," said his substitute proposal, "that parcel post service as maintained today is for-hire transportation of goods" and "that certain of the department's activities are competitive with private enterprise is so apparent as to need no exposition. The enormous increase in the volume of parcel post, coupled with the shrinkage of express business when that private business met increased costs which it could not offset by deficiency appropriations from the treasury, not only shows the fact of competition but is a shocking demonstration of the unfairness of that competition and the impossibility of its continuance." The league voted to table both the committee's recommendations and Mr. Brown's substitute proposal, following representations by several members that the subject was too complicated for a clear-cut decision at this time. With respect to the pending hearing before the I.C.C. on the Post Office Department's application for an increase in fourth class mail rates, the league voted to intervene with a view to having the commission consider the increase in the light of a transportation service, and not solely a case of revenue for the post office.

### *Still Nay to the Seaway*

The membership voted overwhelmingly to reaffirm its opposition to the St. Lawrence seaway project as recommended by its inland waterways committee, the chairman of which was C. A. Mitchell, commissioner of the Memphis Freight Bureau.

The league also voted overwhelmingly against going on record against "the toll road method of highway financing." That portion of the advance report on highway transportation which proposed such opposition had been deleted by recommendation of the executive committee. K. A. Moore, general traffic manager of the Automobile Manufacturers Association, Detroit, asked for its reinstatement, claiming that opposition to toll roads was supported by the manufacturers of vehicles and components, by private and common carrier truckers and by grange and other farmer groups. In support of his stand, he read off passages from a pamphlet setting forth arguments against toll road financing issued some time ago by the National Conference of Highway Users. In rebuttal, J. B. Keeler, manager traffic and transportation department, Koppers Company, Pittsburgh, cited the Pennsylvania turnpike as so successful that Ohio and New Jersey were going to join in extending it, and W. W. Klingensmith, manager traffic and transportation of the Tulsa (Okla.) Chamber of Commerce, remarked that his state had created a turnpike commission and "would not like the league to say it can't do so."

Seven other recommendations by the committee, presented by Chairman L. F. Orr, general traffic manager of the Pet Milk Company, St. Louis, were approved by the league, including work for "greater uniformity in traffic laws" (safety only, not weights and sizes); removal of "highway barriers"; and reciprocal agreements between all states covering rules, regulation and taxation of motor vehicles in interstate commerce. The league also went on record, as opposing the assessment of federal excise taxes against commercial highway users for general expenses of government and diversion by states of motor vehicle funds for other than highway construction, maintenance and administration.

The membership voted also to condemn "the practice of violations of state vehicle weight laws by anyone" and to "cooperate actively in the elimination of this abuse." Despite Mr. Orr's contention that shippers are

parties to contracts or bills of lading and "cannot escape their obligations," the members voted to delete that portion of the recommendation that "shippers refuse to give motor carriers a payload in excess of the lawful limits in the states through which the shipment is to be moved." On this point, W. H. Ott, general traffic manager of Kraft Foods Company, Chicago, opposed placing the duty of policing on industry instead of the carrier.

### *Damage Prevention*

In a lengthy consideration of freight loss and damage prevention, reference was made to the recent exchange of letters between A. H. Schwietert, traffic director of the Chicago Association of Commerce & Industry, and President W. T. Faricy of the Association of American Railroads, regarding the so-called Bayer plan for a national railroad organization to control loss and damage, and a later compromise on that proposal. Latest in that exchange is a letter sent by Mr. Faricy on October 31 outlining the appointment of a "president's conference committee" of high-ranking officers to intensify railroad activities on a national basis.

The league voted to refer to the A.A.R. president and this committee its recommendation "that the Freight Claim Division, A.A.R., proceed to the development of a code of claim prevention rules, to be applied to its member railroads with the same enlightened examining and arbitration procedures as are now used to apply its claim settlement rules; and that similar sanctions be applied in enforcing the claim prevention rules as are now used in enforcing claim settlement rules, to the extent that causes for loss and damage in transit will permit."

The league voted also to refer to the railroads' new committee certain suggestions for follow-through, including modernization of freight cars "on the order of passenger equipment so as to give freight a smoother ride, with less friction"; modernization of stations to permit wider use of materials-handling equipment; increase in through l.c.l. cars to minimize transfers; extend truck substitution by railroads for l.c.l.; educate pick-up and delivery draymen; and improve yard and terminal facilities to keep cars from being "bounced around." The members also backed the recommendation that cars of the type of the D-F loader-equipped unit be promoted, and approved a report stating that "there is no excuse for any railroad not having sufficient cars of this type to take care of any of the package shippers." Leland D. Smith, traffic manager of Consolidated Chemical Industries, Houston, was chairman of this committee.

### *Against Truckers' Minimum Rates*

Counsel John S. Burchmore, of Chicago, declared that the league continues its "alert" against extension of rate bureau agreements beyond those bounds to which the league gave its approval before the I.C.C. He said that, but a short time before, the National Motor Freight Traffic Committee had petitioned the I.C.C. to establish minimum rates on a national scale which would be on bases higher than those sought by the railroads. He favored keeping rate-making in the hands of regional bureaus. Subsequently, in considering the report of its motor carrier rate and classification committee, the league recommended opposition to "any proposed motor carrier rate structure inconsistent with the general premise that motor carrier rates should be made with respect to the conditions and circumstances surrounding motor carrier transportation only." This had reference to actions by truckers in a number of territories seeking to have the I.C.C. prescribe minimum charges to be observed by all motor carriers at levels as high or higher than present or pending railroad rates.

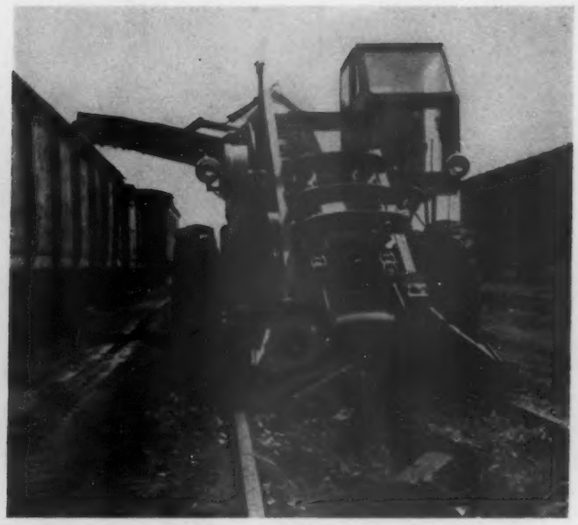
The league sustained the recommendation of its special committee on transportation outlook and policy, chairman, Mr. Schwietert, that it continue to oppose promulgation, by the I.C.C., of "general rules and regulations enlarging or extending the terms of the statute and that on appropriate occasions the railroads and other carriers shall be urged to take like action and register similar objections." It was stated that "unhappily, the league is receiving no cooperation from the railroads or motor or other carriers in this matter, which seems of very great importance to all concerned as a new and undesirable development in commission regulation." The league approved the recommendation of its contract motor carrier committee (chairman, R. K. Keas, traffic manager, Laclede Steel Company, St. Louis) that it oppose "the principle of using the total average cost of a contract carrier for the purpose of fixing a minimum rate for the transportation of any particular commodity between any particular points."

The league's special committee on palletization (chairman, C. S. Decker, general traffic manager of the Borden Company, New York) was authorized to submit to the railroads, when "appropriate and timely," proposals seeking: (1) rates on palletized l.c.l. "appropriately lower than those applicable on the same commodities when not palletized"; (2) "appropriate weight allowances on loaded pallets in carload shipments, plus application of dunnage rules on unladen pallets in such shipments when used to fill vacant spaces and/or as bracing"; (3) "an appropriate basis of any-quantity rates on returned empty pallets." The committee on car demurrage and storage (chairman, W. A. Mayfield, general traffic manager of Swift & Co., Chicago) submitted the opinion that "the carriers are not doing all they can to relieve the car shortage" and discussed whether per diem charges might not be increased when railroads hold cars overtime or contrary to Service Order No. 866. The league voted to give the subject of penalty per diem charges to an appropriate committee for report at a subsequent date. To conserve the car supply, the league accepted the recommendation of its committee on transportation instrumentalities and car service (chairman, F. G. Moore, traffic manager, Pittsburgh Plate Glass Company) that shippers "increase their efforts to reduce detention of cars at loading and unloading points"; "completely remove dunnage and debris"; and "continue to load cars as heavily as possible."

### *New Officers Elected*

The league elected as its president for the coming year A. G. Anderson, general traffic manager of the Socony-Vacuum Oil Company, New York, to succeed Mr. Lyons, who chose to step down before a second term "to give the younger men a chance." The vice-president will be A. H. Brown, while R. W. Campbell, manager of the traffic department of the Butler Paper Corporation, Chicago, was re-elected treasurer. The board of directors re-elected as its chairman A. G. T. Moore, traffic manager of the Southern Pine Association, New Orleans, and elected, as vice-chairman, H. T. Reed, general traffic manager of the Line Material Company, Milwaukee. L. P. Siddons was elected chairman of the executive committee, to succeed Mr. Brown, and C. P. Newsom, general traffic manager of the Tex-O-Kan Flour Mills Company, Dallas, was elected vice-chairman. New regional vice-presidents named were T. C. Burwell and G. J. Pinkerton, traffic manager of Hills Bros. Coffee, Inc., San Francisco.

The track area outside of the rails is cleaned first, with the Pettibone Mulliken track cleaning machines casting the refuse material between the rails



The yard-cleaning machine straddles both rails to pick up material accumulated in the center of the track by years of siftings from car ladings, front-end cinders and coal

# Machines Clean Two Yard Tracks a Day

***North Western uses two off-track mechanical units to pick up dirt with minimum interference to switching operations***

Although the Chicago & North Western had made repeated attempts to pick up the accumulation of refuse from the tracks of its Proviso (Ill.) yard by hand, and by using a locomotive crane equipped with a clamshell, these methods not only proved slow and costly but difficulty was encountered in getting permission from the yardmaster to take a track out of service long enough to permit the work to be done. As a result, dirt and car siftings continued to accumulate, making visual inspection of the track conditions difficult, hampering maintenance, and causing some interference with the activities of switchmen.

### *Low-Cost Operation*

However, with the acquisition of two off-track yard-cleaning machines, built by the Pettibone Mulliken Corporation, Chicago, the road now believes it has overcome this problem. These machines, known as Trak-Kleeners, clean two yard tracks in an ordinary working day and do it at a cost of only 4.5 cents a track-foot, or about $0.76 per cu. yd. of debris picked up and loaded in gondolas of a work train. These cost figures include the expense of the work train rental and wages of the crew—by far the highest charge involved—and compare with a cost of about $12.35 per cu. yd. for doing the same work by hand. Furthermore, because of the speed with which the machines work and the smooth ground conditions left between tracks, working conditions for the yard skatemen and switchmen are reported by the railroad as being greatly improved, thus assuring the complete cooperation of the general yardmaster and his forces in carrying out the yard-cleaning operations.

Each machine, mounted on three axles with large pneumatic-tired wheels, consists essentially of a pick-up mechanism, an inclined intermediate conveyor, a swivel conveyor, a power plant, and a control cab. The pick-up mechanism, projecting forward at the front end of the machine, has in-gathering scraper blades and a chain conveyor with a series of "dragger back" blades. At the rear these scraper blades are connected by a clean-up scraper blade which rides up and down over the ground and ties on two small shoes, while the forward ends of the winged scraper blades are supported on plates which slide along the rails. The pick-up mechanism can be raised and lowered hydraulically to a height of 10 in. above the ground and to a depth of 2 in. below the ground.

The pick-up mechanism gathers the refuse and crowds it into the path of the "dragger back" blades, which push the material back to deposit it on the lower end of the inclined intermediate conveyor. This conveyor raises the material, depositing it on the fixed end of the swivel conveyor. Powered by a separate hydraulic motor, the swivel conveyor is about 14 ft. long, and its free end can be rotated 60 deg. horizontally to the right or left of the center-line of the machine to permit the material to be cast into cars on an adjacent track. The free end of this conveyor can also be raised from a horizontal position to a height of 13 ft. above the ground for discharging

**The swivel conveyor of the machine can be swung horizontally and raised to a height of 13 ft. to enable it to load into cars of various heights. The smooth lines between the rails are made by two small shoes on the pick-up mechanism which enable it to scrape close to the ties**

the refuse into cars or trucks of different heights. By increasing the belt speed, the refuse material can be cast an additional 5 or 6 ft., an advantage where the track centers are greater than the usual 13 ft.

The power plant consists of a 100-hp. Chrysler engine. A fluid drive permits the machine to run into an obstacle without damage, and provides a crowding action that is said to reduce wear and tear on movable parts. From the operator's cab near the front end of the machine the operator can watch the scraper-wing blades and steer the machine slightly to one side when passing rail joints. Both the front and intermediate axles, which are closely spaced, are steerable to provide the machine with the desired degree of maneuverability, and the large-diameter tires allow it to climb over rails.

While experimenting with a pilot model of the Trak-Kleener last fall, the North Western found that one machine couldn't keep the accompanying work train fully employed. The road then adopted a method for using two machines which produced satisfactory results.

With the procedure adopted, the tracks in Proviso yard are cleaned in sequence from north to south. The equivalent of two tracks are cleaned each day, which requires one track to be out of service for most of the working day and two other tracks to be out of service for only a few hours of each day. With the 13-ft. track centers that prevail in this yard, there is not sufficient clearance for a track-cleaning machine to work on the outside of a track adjacent to a yard track still in service. Because of this, outside area on the south side of an otherwise cleaned track is not cleaned until next day.

**The pick-up mechanism can be raised to provide a 10-in. roadway clearance for highway travel as fast as 30 m.p.h.**

When starting a day's operations the general yardmaster is requested to pull the cars from two adjoining tracks, including the track that was cleaned the preceding day except for the outside area on its south side. One of the track-cleaning machines then straddles the south rail at one end of the partially cleaned first track, with its pick-up mechanism placed on the outside of the track. The other machine gets into similar position on the north side and at the same end of the second track to be cleaned. Each machine makes a pass along the full length of the track it is working on, with both machines casting the refuse material to the center of the second track. In completing this pass, the entire intertrack space between these tracks gets cleaned unless the track centers happen to be greater than 13 ft. 6 in., in which case another pass is necessary.

While the machines are making this first pass, which requires about 1½ hours, the yardmaster arranges for pulling the cars on the third adjacent track. At the completion of one pass of the machine working on the first track, this track is now completely cleaned and is restored to yard service. The yard-cleaning units are then turned and make their second pass down the intertrack space between the second and third tracks, cleaning that area and casting the picked-up material to the center of their respective tracks.

For the third pass, one of the yard-cleaning machines is backed up to the other end of the yard and the other machine is turned and straddles both rails of the second track so that its pick-up mechanism is between the rails. A work train, consisting of a locomotive, six gondola cars and a caboose, is positioned on the third track and opposite the yard-cleaning machine that is straddling the rails of the second track. This machine then makes a pass down the center of this track, casting its refuse into the cars of the work train which moves along with it as the loading requires. The work train is then switched onto the second track and moves along with the other yard-cleaning unit which makes a pass down the center of the third track. This leaves the south side of the third track uncleaned until the following day's operations. The cars are then hauled to a place of disposal, where a clamshell crane unloads them, and all tracks are restored to yard service.

When in operation, the yard-cleaning machines work at an average speed of 55 ft. per min. They have four speeds forward and one in reverse. When moving over a highway, the machines have a clearance of 10 in. above the roadway surface and can travel as fast as 30 m.p.h. When loading they have averaged 60 cu. yd. of material placed in a car in 22 min. Although the classification tracks of Proviso yard are not quite a mile long, the road is confident that the two machines can clean two miles of track in a working day.

The yard-cleaning work is being carried out under the general direction of E. C. Vandenburgh, chief engineer. More direct supervision is exercised by L. R. Lamport, engineer of maintenance, B. G. Packard, division engineer, and H. Mayer, engineer scales and work equipment. N. H. Maas, roadmaster at Proviso, is in direct charge of the work.

One of the two-unit, 1,800-hp. locomotives for freight and passenger service on the General Belgrano Railroad

# 1,800-Hp. Diesels for the Argentine

***The initial success of this locomotive has led to the adoption of the design for similar locomotives with low-weight limitations***

By W. R. MITCHELL
Locomotive Engineering Division
General Electric Company
Erie, Pa.

As part of an extensive Dieselization program, the Argentine State Railways purchased 35 1,800-hp., metergage, Diesel-electric locomotives from the International General Electric Company. These are now being placed in freight and passenger service on the lines of the General Belgrano Railroad. Each locomotive, made up of two units semi-permanently coupled together, has a total weight of 165 tons and is rated at 1,800 hp. input to the generators for traction purposes.

The locomotives operate between Buenos Aires, Cordova, and Tucuman. This section of the State Railways serves the central region of Argentina, known as the pampas.

It comprises the great plain that rises gradually from the Atlantic Coast to the foothills of the Andes. Here is the most productive region of the republic, and here is found the bulk of its population.

Certain basic requirements laid down by the Argentine Railways played an important part in determining the design of these locomotives. The maximum permissible axle loading was set at 29,200 lb. Maximum dimensions were limited to a center height of 13 ft. 4½ in., and overall width to 10 ft. 3 in. The Diesel engine was limited to a maximum piston speed of 26.8 ft. per second and a brake mean effective pressure of 106 lb. per sq. in. The locomotive was required to develop 33,000 lb. tractive force continuously at 17 m.p.h., have a maximum operating speed of 56 m.p.h., and be suitable for freight and passenger service.

The extremely light axle loading and small cab cross section specified dictated radical departures from standard Diesel-electric locomotive design. This manifested itself in two ways—the adoption of a simple and direct design throughout, and the division of the cab loads between the platform and the cab sheets.

In outside appearance these locomotives greatly resemble the early Burlington "Zephyrs." This shape permits the most economical use of available space for mounting the necessary equipment. Adequate protection for the crew in case of accident is something of a problem with this type of cab. By using large collision posts on either side of the center window and a thick plate across the front of the engineman's cab, protection com-

parable to that of standard road locomotive cab construction is afforded even at the maximum operating speed of the locomotive.

### *Superstructure*

The platform is fabricated from plates and shapes. It is designed to get the static and buffing loads into the side sheets as near their source as possible. This permits using a minimum section and results in a substantial weight reduction. A housing suitable for A.A.R. draft gear is included at the front end of the platform. The rear end carries a draw-bar pocket and buffer assembly for connection between locomotive units.

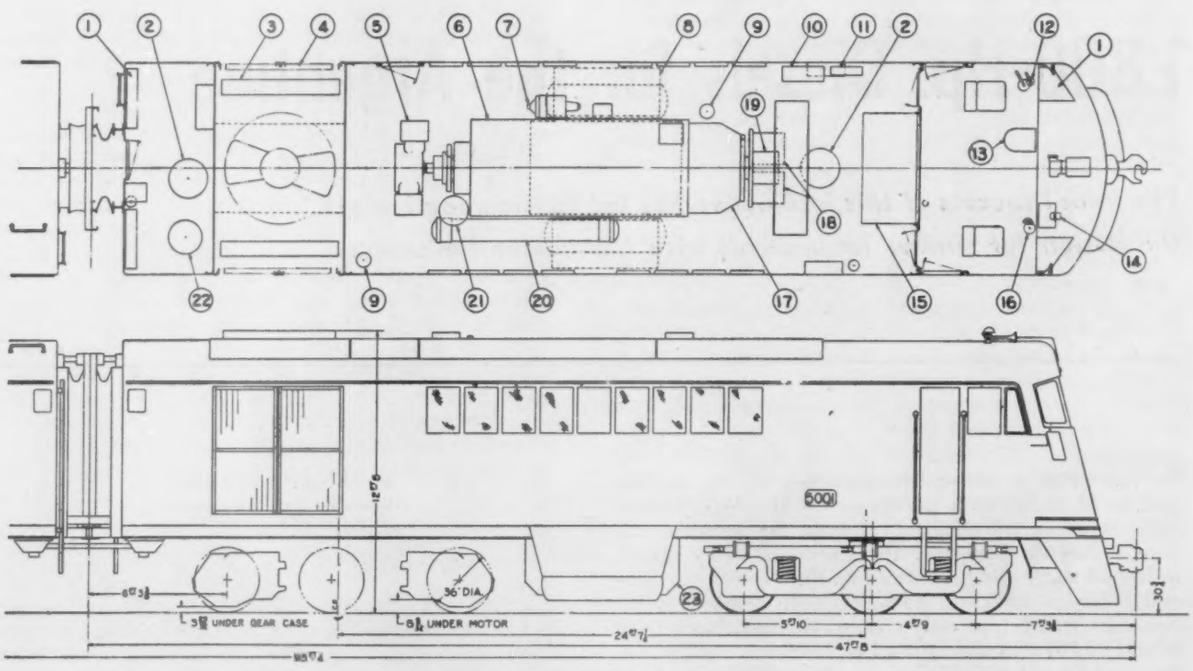
The cab sides and roof are fabricated from sheets and light, bent-up sections. These assemblies substitute for the conventional truss on the standard road Diesel, thereby saving a large amount of weight. Hatch openings in the roof permit removal of the power plant and compressor.

Air intake filters are located in openings high along the sides of the cab. The radiator compartment is near the rear end of the cab and extends from the

### Locomotive Data*

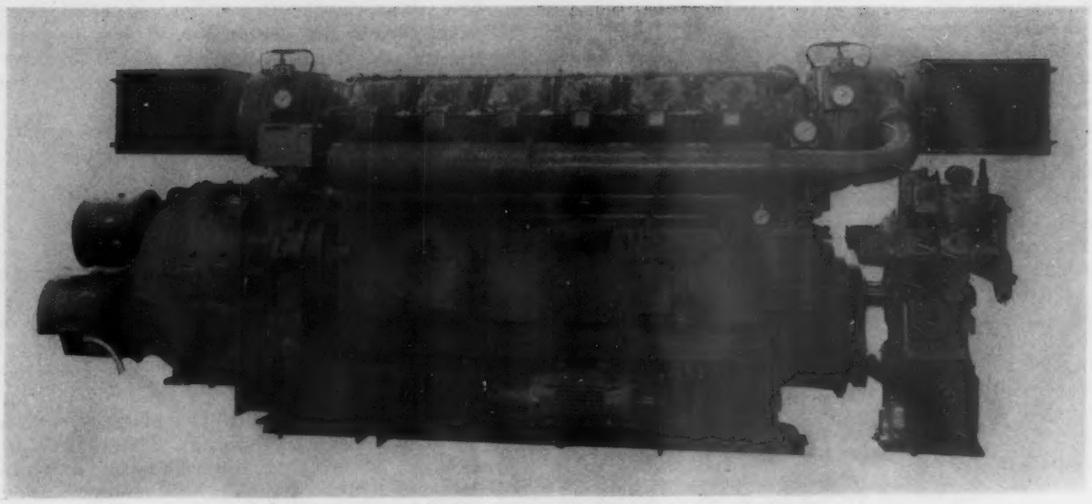
| | |
|---|---|
| **Major Dimensions** | |
| Track gage | 1 meter (39⅜ in.) |
| Overall length inside knuckles | 85 ft. 4 in. |
| Height over roof | 12 ft. 3 in. |
| Overall height | 12 ft. 8 in. |
| Width over cab sheet | 9 ft. 6 in. |
| Overall width | 10 ft. 1 in. |
| Truck wheel base | 10 ft. 7 in. |
| Total wheel base | 34 ft. 5 in. |
| Minimum Radius Curve | 230 ft. |
| **Weight (Fully Loaded)** | |
| Total locomotive | 330,000 lb. |
| Driving axle | 27,500 lb. |
| **Engines** | |
| Two Cooper Bessemer FVL12-T 9 in. by 10½ in. | 1,974 gross hp. at 915 r.p.m. |
| **Transmission** | |
| Driving motors and axles | 8 |
| Diameter of wheels | 36 in. |
| **Tractive Force and Speed** | |
| Starting tractive force (at 30 per cent) | 66,000 lb. |
| Continuous tractive force | 33,000 lb. |
| Maximum speed | 56 m.p.h. |
| **Supplies** | |
| Fuel | 1,060 gal. |
| Lubricating oil | 420 gal. |
| Engine cooling water | 370 gal. |
| Sand | 12 cu. ft. |

*Information is for complete locomotive consisting of two units.




**PLAN AND SIDE ELEVATION OF ONE OF THE TWO LOCOMOTIVE UNITS**

1. Sand boxes
2. Traction motor blowers
3. Radiators
4. Radiator louvers
5. Compressor
6. Diesel engine
7. Pump set
8. Battery
9. Supercharger oil filter
10. Engine control panel
11. Terminal box
12. Brake valve
13. Controller
14. Cab heater
15. Control compartment
16. Hand brake
17. Main generator
18. Auxiliary generators
19. Exciter
20. Lubricating oil cooler
21. Oil filter
22. Lubricating oil by-pass filter
23. Fuel tank



**One of the two power plants, each of which is rated 985 hp. with 900 hp. delivered to the generator for traction purposes**

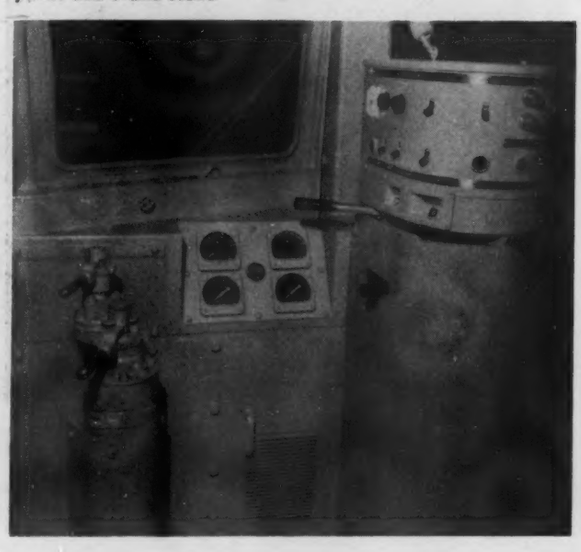
floor to the roof. A center passageway through this compartment provides access to the rear of the locomotive. By this arrangement, the radiator cooling air is entirely separated from the engineroom air.

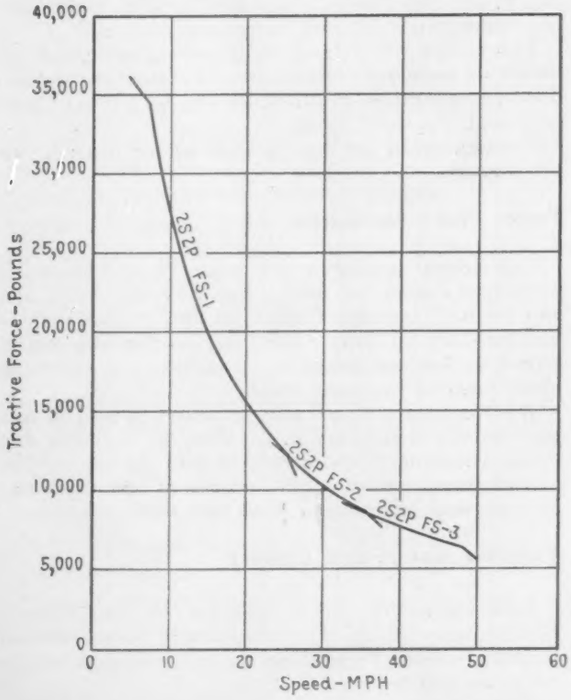
### *Three-Axle Trucks*

There are two three-axle, swivel trucks per unit. This gives a locomotive wheel arrangement of 2(A1A—A1A). The truck frames are fabricated from rolled carbon steel plate and shapes by electric welding. The center plates are integral with the truck frames. The wheels are 36 in. in diameter, with steel tires. Carbon steel coil springs, half of which have snubbers, are used. These rest on drop equalizers which have been fabricated from steel plates by flame cutting.

All axles are fitted with grease-lubricated roller-bearing journals.

**Below—View in operator's position, showing controller, gage panel and brake stand**






**Above—Speed-tractive-force curve for the two-unit, 1,800-hp., meter-gage locomotive**

A lateral restraint device guides the trucks on straight tracks. This permits successful operation of the rigid bolster trucks for all speeds up to the maximum of 56 m.p.h. specified by the railroad.

### *Power Front*

Each cab contains a Cooper-Bessemer 12-cylinder, V-type, 4-cycle engine, capable of developing 1,300 gross hp. at 1,000 r.p.m. For this application, however, it is

nominally rated 985 hp. at 915 r.p.m. The power input to generator for traction is approximately 900 hp.

A General Electric type GT-577 d.c. separately-excited generator is direct-connected to the engine. One end of the armature is supported by an antifriction bearing mounted in the framehead, and the other end is connected to the engine crankshaft. The generator with its auxiliary machines is mounted on the engine by means of a ball housing. The complete engine-generator set is supported on a base resiliently mounted on the locomotive underframe. Each generator is equipped with a winding which permits it to be used for cranking the engine by storage battery power. The cylinders are 9-in. bore by 10½-in. stroke, and the total piston displacement is 8,016 cu. in. The rating point of the engine for this application was selected to meet the customer's specifications as to piston speed and brake mean effective pressure.

### *Engine Cooling*

Engine cooling water is circulated by means of a centrifugal pump driven by the Diesel engine. The radiating capacity installed is adequate to permit full load operation of engine at ambient temperatures up to 113 deg. F. The system is suitable for operation down to 5 deg. F. Radiator cooling is provided by a two-speed electric motor-driven fan with temperature control.

Two pumps driven from the Diesel engine furnish oil under the necessary pressure for lubricating the engine. The system includes an oil cooler and oil filters of both edge and absorbent types.

Combustion air for the engine is filtered through two air cleaners.

### *Power Plant Auxiliaries*

Gear-driven auxiliaries are used. These include an amplidyne exciter for the traction generator field; and two auxiliary generators, one to furnish auxiliary power and the other for battery charging, lighting and control power at constant potential throughout the operating speed range of the power plant.

A 426-amp.-hr., 32-cell storage battery is used to supply control and auxiliary power when the engine is shut down. The battery is also used to start the engine. For low temperature starting, the batteries of both units may be connected in series to crank one engine.

### *Traction Motors and Blowers*

Each locomotive unit is powered by four General Electric type GE-756 d.c. series-wound force-ventilated traction motors. These drive the axles through single-reduction spur gearing.

Two motor-driven blowers furnish air for ventilating the traction motors. Ducts in the platform distribute the air to the traction motors.

### *Air Brakes*

The air brake equipment is Westinghouse, Schedule 14-EL, combined independent and automatic with an engineman's control valve at the operating position. A 6-in. by 6-in. brake cylinder, mounted on each side of each truck, operates fully equalized clasp type brakes. The brake shoe pressure is approximately 60 per cent of the weight on the wheels at a cylinder pressure of 50 lb. per sq. in.

A hand brake which operates on one wheel of each unit is provided for holding the locomotive at standstill.

The Diesel engine drives an air-cooled, two-stage Gardner-Denver air compressor. It has a piston displacement of 204 cu. ft. per min. at 120 lb. per sq. in. when operating at a speed corresponding to the full-load speed of the engine.

The total capacity of the main air reservoirs is approximately 63,600 cu. in.

### *Control Equipment*

Each unit of the locomotive is equipped with single station, multiple-unit control. The operator's control station is on the left-hand side of the operator's cab. Grouped at each station are the throttle lever, selector handle, brake valves, instrument panel, sander control, electric signals and air horn controls, window wiper controls, and light switches.

The motors are connected two in series, two groups in parallel across the generator. The control provides three steps of field shunting. This connection of the motors permits the use of relatively few contractors, thus reducing the amount of control apparatus to a minimum.

The General Electric power plant regulator is used in conjunction with the amplidyne type of excitation system. The arrangement is similar to that used on the Alco-G.E. 1,500-hp. road freight locomotive, except that some of the functions have been modified to suit the simpler operating conditions in South America.

---

**THE WORLD'S LONGEST COAL TRAIN—206 cars with 15,000 tons of Ohio and West Virginia coal—was hauled into the coal docks at Toledo, Ohio, by the New York Central on September 22 during the city's week-long celebration of the opening of the N. Y. C.'s new Central Union passenger terminal (See *Railway Age* of Sept. 30, page 41)**

***Tabulator.*** Interline Abstracts, Recapitulations, I.C.C. Commodity and Revenue Statistics are printed and totalled on this speedy Alphabetical-Numerical Tabulator at 100 lines per minute.

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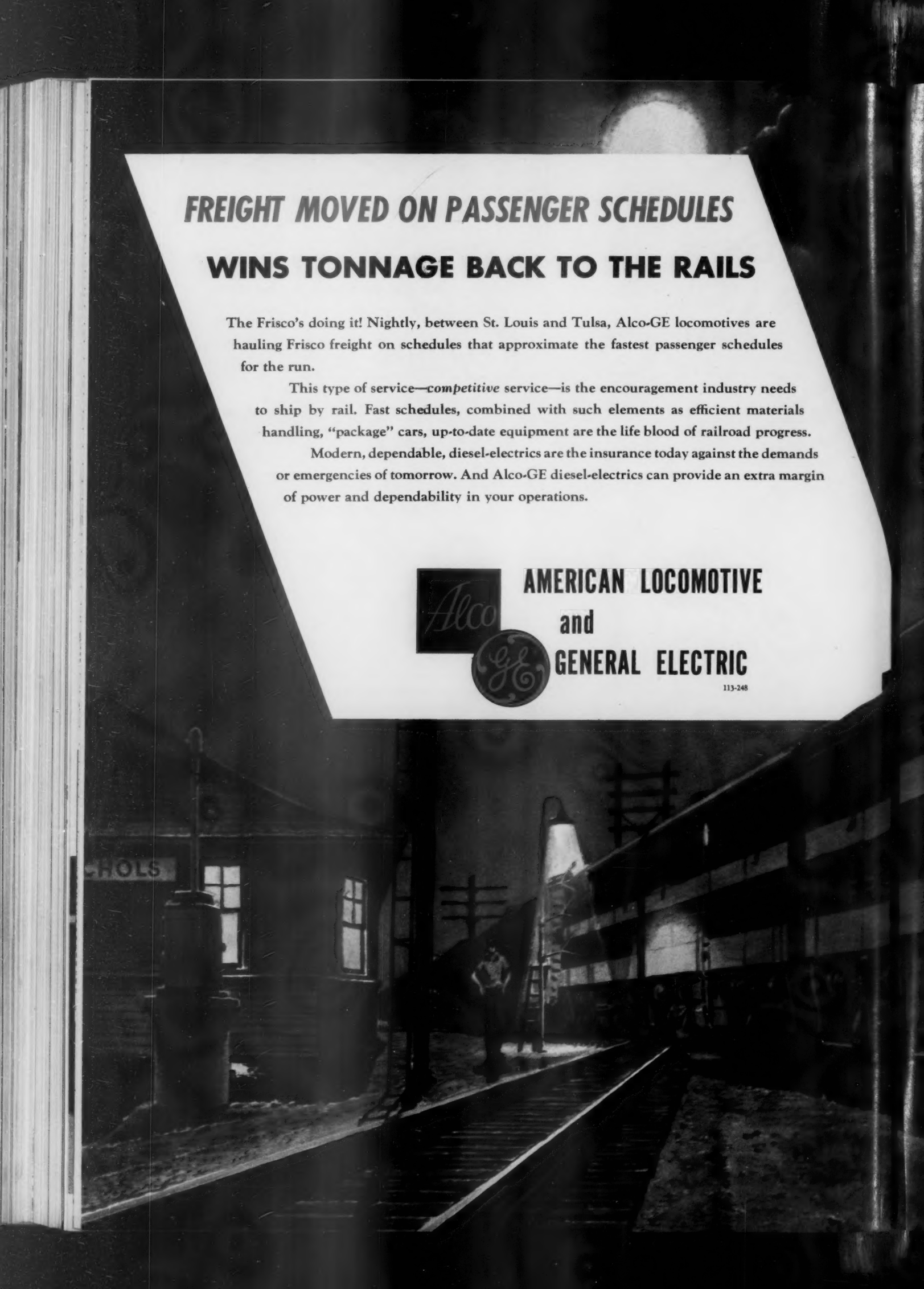
FREIGHT MOVED ON PASSENGER SCHEDULES
WINS TONNAGE BACK TO THE RAILS
The Frisco's doing it! Nightly, between St. Louis and Tulsa, Alco-GE locomotives are hauling Frisco freight on schedules that approximate the fastest passenger schedules for the run.
This type of service—*competitive* service—is the encouragement industry needs to ship by rail. Fast schedules, combined with such elements as efficient materials handling, "package" cars, up-to-date equipment are the life blood of railroad progress.
Modern, dependable, diesel-electrics are the insurance today against the demands or emergencies of tomorrow. And Alco-GE diesel-electrics can provide an extra margin of power and dependability in your operations.
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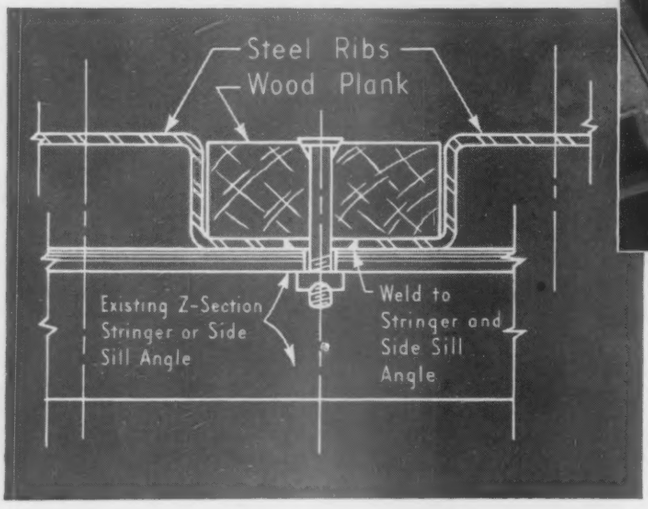
FRISCO

# Strong as steel, yet easy to nail... that's adaptable, economical

# ARMCO FREIGHT CAR FLOORING



Armco Freight Car Flooring being installed in a gondola car. (No installation trouble was encountered even though workmen had never seen this flooring before.) Armco supplies the formed steel ribs shown above. Wood planks, bolts and other accessories are supplied by the car builder or railroad that installs the flooring.

This sketch shows one method of bolting, in which wood planks are bolted directly to side sill angle and Z-section stringer. Existing holes in these members may be used or new holes drilled.

Here is one way you can reduce empty-car miles and keep freight-car maintenance costs down. Install durable, versatile Armco Freight Car Flooring.

This new, composite steel and wood flooring will handle almost every type of lading. It's simple to install in gondolas, boxcars and flat-cars. Load bracing is nailed to it quickly and easily. Yet, because it is far stronger than all-wood floors, it lessens the danger of break-throughs—even under excessive, concentrated loads.

Its strength and rigidity also make the car frame stronger, protect it from damage caused by twisting or racking. Lading is protected, too—a feature which appeals to shippers.

In Armco Freight Car Flooring, hat-section steel ribs and wood planks are laid alternately across the width of the car. The steel rib flanges support the wood planks. And because wood planks lay between the steel ribs, splintering and tearing are kept at a minimum.

For all its operating advantages, this unique flooring actually saves you money in the long run. Compared with a wood-floored 50-ton gondola, for example, conservative cost analysis shows that you can expect a saving of at least $670 during the average 25-year life of the car.

We'll be glad to send you a copy of the new, informative booklet, "Armco Freight Car Flooring." Just write us at the address below.

50th ANNIVERSARY SPECIAL PURPOSE STEELS

**ARMCO STEEL CORPORATION**

570 CURTIS STREET, MIDDLETOWN, OHIO, WITH PLANTS AND SALES OFFICES FROM COAST TO COAST • THE ARMCO INTERNATIONAL CORPORATION, WORLD-WIDE

ARMCO

# GENERAL NEWS

## N.A.R.U.C. Meets At Phoenix, Arizona

### Railroads criticized for not effecting operating economies

"Management of regulated industry, an indispensable segment of our economy and one vital to our national self-preservation, is faced with the double problem of meeting its commitments to the public which it serves, and the government itself under the rules and regulations which we establish, and at the same time of obtaining the capital required to meet its responsibility in competition with the unregulated segments of our economy which, in a large measure, observes only rules of its own choice."

So Harry M. Miller, of the Public Utilities Commission of Ohio, and president of the National Association of Railroad and Utilities Commissioners, told members of that organization in his keynote address to its 62nd annual convention at Phoenix, Ariz., November 13-16.

"Not only," Mr. Miller said, "must regulated industry meet the standard of public service which we rightfully impose, and render its services and products at rates and charges which we fix, but it also faces the fact of substantial competition from government itself . . . . It likewise, today, faces the prospect of burdensome and discriminating tax legislation under the guise of an excess profits tax . . . ."

Application of such excess profits taxes to regulated industry was a major topic at the meeting. It was the subject of a special report by a subcommittee headed by Justus F. Craemer, of the Public Utilities Commission of California, while Walter R. McDonald, general solicitor of the N.A.R.U.C., in his report on activities of its Washington office, which he heads, said that the association's executive committee "has recognized a public responsibility . . . of undertaking to assist in the formulation of an excess profits tax formula for application on regulated utilities that would achieve the primary objective but without burdening the ratepayer and without impairing effective regulation."

Railroads came in for sharp criticism in the report of the committee on rates of transportation agencies, of which C. A. Merkle, chairman of the South Dakota Public Utilities Commission, was chairman. "It is the opinion of the committee," its report said, "that the railroads have not done everything possible under honest, economical and efficient management to provide adequate and efficient transportation service at the lowest cost consistent with such service . . . . Railroads have done little, if anything, toward adjustment of rates on manufactured and miscellaneous articles which appear to be the bulk of traffic that has been diverted to motor truck . . . . Railroads could do more to effect economies in operation. It appears that they have attempted this from the angle of general payroll reduction and not from the angle of economies in operation otherwise."

The same committee, while noting a "downward" trend in rail rates on "certain commodities, in an effort to meet motor truck competition," expressed the opinion that "the Interstate Commerce Commission should presently reopen Ex Parte 168 proceeding and perhaps the Ex Parte 162 and Ex Parte 166 proceedings to determine whether or not conditions and revenues have changed sufficiently to warrant suspension or elimination of present unreasonably high increases . . . ." The committee recognized that "perhaps" the Ex Parte 162 and 166 increases were "justified," but described the Ex Parte 168 increases as "the straw that broke the camel's back" and as "absolutely unnecessary and detrimental to the railroads."

The committee on safety of operation of transportation agencies, headed by C. L. Doherty, vice-chairman of the South Dakota commission, described itself as not "too optimistic," particularly with reference to train and motor vehicle accidents, but did find encouraging evidence of "progress and improvement in the art and technique of promoting the public safety" at railhighway grade crossings.

**MEMBERS OF THE COMMITTEE ON TIES of the American Railway Engineering Association examining crossties in the yard of the treating plant of the T. J. Moss Tie Company at East St. Louis, Ill. Left to right—H. S. Ross, assistant on engineer corps, Baltimore & Ohio, Cincinnati, Ohio; H. R. Duncan, superintendent timber preservation, Chicago, Burlington & Quincy, Galesburg, Ill.; W. J. Burton, assistant to chief engineer, Missouri Pacific, St. Louis, Mo.; Paul Brentlinger, forester, Pennsylvania, Philadelphia, Pa.; C. M. Long, assistant engineer, Wabash, Decatur, Ill.; B. D. Howe, chief lumber inspector, Louisville & Nashville, Louisville, Ky., and chairman of the committee; T. H. Friedlin, timber engineer, New York Central, New York (behind Mr. Howe); and R. L. Cook, assistant chief engineer, Central of Georgia, Savannah, Ga.**

## October Employment

Railroad employment increased 0.59 per cent — from 1,283,262 to 1,290,895 — from mid-September to mid-October, and the mid-October total was 18.34 per cent above that of October, 1949, according to the Bureau of Transport Economics and Statistics

of the Interstate Commerce Commission. The index of employment, based on the 1935-1939 average as 100, was 122.4 for October, compared with 122.7 for September, and 103.4 for October, 1949.

October employment was above that of the previous month in all groups except that of train and engine service employees, where there was a decrease of 0.46 per cent. The range of increases was from 0.03 per cent for the group embracing yardmasters, switch-tenders, and hostlers to 1.38 per cent for the maintenance of way and structures group.

As compared with October, 1949, employment increased in all groups, with the increases ranging from 0.29 per cent for the executives, officials, and staff assistants group to 30.22 per cent for the maintenance of equipment and stores group.

## October Gross Revenue 36.7% Above Last Year

From preliminary reports of 81 Class I railroads, representing 80.5 per cent of total operating revenues, the Association of American Railroads has estimated that October gross amounted to $714,334,003, an increase of 36.7 per cent above the $522,517,205 reported for the same 1949 month. Estimated October freight revenue was $606,667,772, as compared with October, 1949's $429,208,730, an increase of 41.3 per cent. Estimated passenger revenue was $54,527,022, as compared with $50,253,769, an increase of 8.5 per cent. All other revenue was up 23.4 per cent—$53,139,209, as compared with $43,054,706.

## Will Study A.A.R.'s Loss And Damage Activities

Activities of the Association of American Railroads in the field of loss and damage to freight will be reviewed by a committee of nine railroad officers. Acting pursuant to a recent authorization of the A.A.R. board of directors, President William T. Faricy arranged with the regional presidents' conferences for appointment of the committee.

It consists of one operating officer, one accounting officer, and one freight claim officer from each of the three regions. The members are: W. L. Price, vice-president, Baltimore & Ohio; J. L. Webb, manager of stations and motor service, Pennsylvania; F. G. Love, manager, property protection and freight claim departments, New York Central; C. D. Peet, chief accounting and financial officer, Missouri Pacific; W. L. Ennis, assistant to vice-president, operations, Chicago, Milwaukee, St. Paul & Pacific; F. A. Kilker, freight claim agent, Chicago, Burlington & Quincy; L. S. Jeffords, vice-president, Atlantic Coast Line; Frank E. Martin, comptroller, Illinois Central; and J. R. Formby, assistant to vice-president, Southern.

The committee's study will cover the organizational set-up of A.A.R. activities in the field of loss and damage, with particular reference to freight claim prevention and all related activities. Its report will be made through President Faricy to the A.A.R. board of directors.

## Warren Kendall Named Consultant to D.T.A.

Warren C. Kendall, who retired on March 1, 1949, as chairman of the Car Service Division, Association of American Railroads, has become associated with the Defense Transport Administration as consultant on domestic railroad transportation. The D.T.A. announcement of the appointment recalled that Mr. Kendall was in railroad service for 50 years.

It was also recalled that, during World War II, he "assisted the Office of Defense Transportation in assuring the necessary railroad service to meet the requirements of the military establishment and the civilian economy." The announcement added that Mr. Kendall's other activities in the C.S.D. chairmanship included "public relations work between shippers and railroads in matters of transportation efficiency."

## Helps Carbuilders Recruit Manpower

The United States Department of Labor has requested state employment agencies to confer with officers of companies manufacturing railroad freight cars and parts, and to "offer the assistance of local employment offices in providing the additional manpower needed for expanding freight car construction and repair." This was announced by the department in a November 17 press release.

The announcement quoted Robert C. Goodwin, executive director of the Office of Defense Manpower, as having said that the program calling for monthly construction of 10,000 cars and repair of 40,000 "will result in an early demand for additional manpower." It also said that most of the manpower needs of the builders and parts manufacturers will be in the states of Alabama, California, Illinois, Indiana, Missouri, New Jersey, Ohio, New York, Pennsylvania, Virginia, Washington, and West Virginia.

## Robins Joins D. T. A. Staff

Francis Berkeley Robins, district superintendent of the Wilmington District of the Atlantic Coast Line, has joined the Defense Transport Administration's staff as director of the Division of Materials and Equipment. While serving with D.T.A., Mr. Robins will be on leave of absence from his A.C.L. position.

He was previously in government service during World War II, when he was assistant chief of the Materials Division of the Office of Defense Transportation (1943-1944), and director of the Transportation Equipment Division of the War Production Board (1944-1945). Philip A. Hollar, vice-president of the American Car & Foundry Co., who has been assisting Administrator James K. Knudson of D.T.A. in the work of organizing and developing the Division of Materials and Equipment, will continue to serve as a consultant to Mr. Knudson.

## A.A.R., Post Office Urge Early Christmas Mailing

The Association of American Railroads joined the Post Office Department in a November 19 radio program which urged the mailing of Christmas parcels and letters early in December. The show, originating in Washington, D. C., was on the Mutual Broadcasting System's program, "Washington Report."

It was brought out that the Post Office Department expects this year a "record-breaking volume" of more than six million pieces of Christmas mail. This will be the third straight year of establishing new records, last year's Christmas volume having been 5.6 million pieces while the 1948 total was 5.2 million pieces.

The broadcast also noted that the railroads transport about 99 per cent of mail of all kinds, and that the movement of mail requires almost 17,000 railway mail clerks who travel about 898 million miles a year. In order to meet the flood of Christmas mail, the A.A.R. said the railroads are already making preparations to press into service extra cars capable of carrying mail and to use special mail trains later in the more densely populated areas.

## Farrington A.A.R. Director

J. D. Farrington, president of the Chicago, Rock Island & Pacific, has been elected to the board of directors of the Association of American Railroads to succeed R. L. Williams, president of the Chicago & North Western. All other A.A.R. officers and directors were reelected.

## Bendetsen Outlines Army's Transport Needs to R.B.A.

"In the railway industry in particular, this problem [of providing increased transportation for defense needs without severe shortages of civilian transportation] must be faced squarely and attacked with considered judgment," Karl R. Bendetsen, assistant secretary of the army, told the 42nd annual dinner of the Railway Business Association, which was held in New York on November 17.

Mr. Bendetsen's reference to transportation came toward the close of his address, "Crusade for Peace," in which he discussed the threat of Soviet aggression against other nations, and

**"IF ALL LOCOMOTIVES were this cheap to operate, a railroad executive's lot would be a happier one," Donald Gordon, left, chairman and president of the Canadian National, was probably thinking when he put a penny in the slot to activate this working model of an old engine made by John Sheehey, of Burlington, Vt. When the penny is inserted, the headlight is illuminated, the driving wheels turn, the engineman leans out of the window and the fireman shovels coal. Watching Mr. Gordon examine this low-cost operation is Stanley F. Dingle, right, C. N. operating vice-president. The picture was taken at St. Albans, Vt., on October 18, when both men were attending the Central Vermont centennial celebration, which was described in detail and illustrated in the *Railway Age* of October 21, page 46, and October 28, page 173**

"our limitations, capabilities and course of action" in meeting that threat.

"The army," the speaker said, "could easily qualify as a Class I railroad. We operate about as many locomotives (557) as the Northern Pacific and about as many cars (7,500) as the Texas & Pacific. Our fleet of about 500 diesel locomotives makes us the second largest user of this type power in the country . . . . The procurement program for railway equipment for fiscal year 1951 will probably exceed $25 million, including various types of railway cars, locomotives, hospital cars, cranes and miscellaneous equipment. Procurement action has been initiated to cover 85 per cent of this program.

"In traffic volume for the armed forces . . . car loadings for the year ending this September exceeded three quarters of a billion; tonnage moved totaled nearly 25 million, and ton-miles aggregated about 20 billion. During the same calendar year all of the armed forces dispatched 605,000 passengers in groups of 15 or more. Total armed forces movements covering all personnel would be 3,025,000 passengers. Inasmuch as military strength will be increased materially in the year ahead, it is contemplated that rail movements will reflect a proportionate increase in volume of military travel."

Cleve H. Pomeroy, president of the National Malleable & Steel Castings Co., was elected to the R. B. A.'s executive committee, while Thomas F. Lynch, assistant general counsel of the United States Steel Corporation, was added to the governing board. Norman C. Naylor, chairman of the association's executive committee, presided at the dinner.

## Hearing in Mail-Pay Case Is Postponed to Dec. 18

The Interstate Commerce Commission has postponed from November 29 to December 18 the next hearing in the Railway Mail Pay case (No. 9200). The December 18 hearing will be held in Washington, D. C., before Commissioner Mitchell and Examiner Mullen. As noted in *Railway Age* of September 30, page 42, this hearing will be in connection with the level of rates for the future and the "Comprehensive Plan" for mail handling which was recently submitted to the I.C.C. by Postmaster General Donaldson.

## Cancellation Rules Restored For Florida Pullman Traffic

Resumption of special regulations governing the cancellation and redemption of sleeping car tickets for accomodations in trains serving the resort regions of Florida for the coming winter season was announced by the Pullman Company on November 20.

The regulations will apply to traffic from Boston, New York, Washington, D. C., or intermediate points, to destinations in Florida south of Jacksonville. Northbound the regulations will apply from points south of Jacksonville to destinations in northern or eastern states.

The tariff, effective from December 1, 1950, to April 30, 1953, will permit ticket agents to redeem tickets for the Florida service only if returned for cancellation not later than the third day preceding departure of the train for which sold.

J. J. Nolan, passenger traffic manager of the Pullman Company, explained that experience with similar regulations in past seasons demonstrated that they were most helpful in providing an orderly reassignment of desired accommodations.

## Negro Complainant Assails New Southern Diner Rules

Elmer W. Henderson, Negro complainant in the so-called Henderson case, has now assailed the new dining-car rules which the Southern established after the United States Supreme Court issued its ruling in the case last June. He has filed with the Interstate Commerce Commission a petition for further hearing in the case.

The commission had already issued a "report on reconsideration" which made a finding, "in conformity with the Supreme Court decision," that the assailed rules were unduly prejudicial, and ordered the Southern to "cease and desist" from applying such rules. The commission's decision drew from the Southern's vice-president and general counsel, Sidney S. Alderman, a statement asserting that the new rules, effective since July 1, comply with the court's decision and are in "full keeping" with the I.C.C. order. (See *Railway Age* of November 18, page 69.)

The new rules include instructions for the seating of dining car patrons, and those instructions read in part as follows: "When entering singly, women will be seated with women, men with men, young people with young persons . . . . and Negroes with Negroes . . . . stewards will bear in mind . . . white passengers should be seated from the buffet or kitchen end of the dining car and Negroes from the opposite end. (From the ends toward the middle.)"

Under these new rules, the Henderson petition said, "a distinction is still made and enforced in providing dining car service according to race of passengers." It contended that segregation is in violation of the act; and that "removal of curtains and partitions does not remove the discrimination condemned as long as the defendant utilizes race as a basis for classification of passengers."

The petition also said that the new rules were not before the commission for consideration when it issued its cease and desist order condemning the rules previously in effect. Unless a like order is issued against the new rules, Complainant Henderson and "others" will "continue to be subject

*(Continued on page 50)*

# Look who belongs to the...

PS-1 **1000 Club** PS-1

*Official Membership Card*

THIS IS TO CERTIFY THAT (NAME OF RAILROAD)

*has qualified for membership by purchasing 1000 or more PS-1 Box Cars.*

Pullman-Standard
CAR MANUFACTURING COMPANY

Read the membership roll at the right! Of the thirty-seven railroads that have already bought PS-1 box cars, *fourteen* are now 1000 Club members, with cumulative orders totaling *at least* 1000 PS-1's each—and, in some cases, two, three, four, or even *five* times that number. Note the stars! . . . The 1000 Club is growing, as the *value* inherent in PS-1 design and construction becomes ever more widely recognized. Members have found that the PS-1 is a *quality* box car, *efficiently* produced. And they know too that, at Pullman-Standard, *standardization* never holds back *progress*.

## Pullman-Standard

CAR MANUFACTURING COMPANY

CHICAGO • NEW YORK • CLEVELAND • WASHINGTON, D. C.
PITTSBURGH • BIRMINGHAM • SAN FRANCISCO

# PS-1 1000 Club PS-1

## *Membership Roll*

**NOVEMBER 1, 1950**

Boston & Maine and Maine Central ★

Chesapeake & Ohio ★ ★ ★

Chicago and North Western ★ ★ ★ ★

Chicago Great Western ★

Chicago, Rock Island & Pacific ★

Delaware & Hudson ★

Lehigh Valley ★

Louisville & Nashville ★ ★

New York Central ★ ★ ★ ★

New York, New Haven & Hartford ★ ★

Nickel Plate ★

Seaboard Air Line ★

Southern ★ ★ ★ ★ ★

Union Pacific ★

**LEGEND:**

★ 1000 or more PS-1's; ★ ★ 2000 or more;
★ ★ ★ 3000 or more; ★ ★ ★ ★ 4000 or more;
★ ★ ★ ★ ★ 5000 or more.

*(Continued from page 47)*
to difference in treatment solely because of race," the petition added.

On November 22, the Southern filed with the commission a reply to the Henderson petition. The road asked that this latest complaint be dismissed and the case closed with the commission's November 6 order.

"No case has arisen affecting Complainant Henderson, or any other passenger on Southern trains seeking dining car service under defendant's present rule," the Southern said. It added that a case is essential to commission consideration of the present rule and that no case is supplied by the "effort to graft the present rule onto a proceeding which has now for all practical purposes been terminated."

## Changes Some Ex Parte 166 and 168 Increases

The Interstate Commerce Commission last week made public a decision, dated November 6, which required the railroads to change their plan of applying the Ex Parte 166 and 168 freight-rate increases at border points in Zone 1 of Western Trunk Line Territory. The decision came out of a reopening of those two proceedings for further hearing, and it embraced also No. 30134, a complaint filed by the Sioux Falls, S. Dak., Chamber of Commerce.

In both Ex Parte 166, which was decided in July, 1948, and Ex Parte 168, which was decided in August, 1949, the commission authorized higher increases within Zone 1 of Western Trunk Line Territory than it approved for application within Western territory other than Zone 1. Zone 1 embraces the upper peninsula of Michigan, Wisconsin except the eastern and southeastern portion, parts of Minnesota, all of Iowa, and the northern half of Missouri.

The increases approved for Zone 1 were 25 per cent and 9 per cent, while the general Western-territory increases were 20 per cent and 8 per cent. The authorized increases in interterritorial rates between Zone 1 and other parts of Western territory were 22.5 per cent and 9 per cent.

In applying the increases at the Zone 1 border points, the carriers, as the commission put it, "departed from the usual rule regarding treatment of border points." Generally, they treated the border points as Zone 1 points, and thus applied the interterritorial increases between them and points in other parts of Western territory. The "usual rule" called for application of the lower Western-territory increase from the border points, although the commission noted that its original Ex Parte 166 and 168 reports did not deal specifically with the treatment of border points—except for a stipulation that Cairo, Ill., should be treated as a border point between Eastern and Southeastern territories.

The somewhat involved readjustment now prescribed by the commission will result in increases as well as reductions, but the latter will be the more important, bringing a net loss in revenue. As set out in the report's findings, the readjustment calls for substitution of the following increases for those now published by the railroads and other interested carriers "in purported compliance" with the original Ex Parte 166 and 168 reports:

Beginning at Duluth, Minn., and Superior, Wis., and following the western border of Zone 1 to Kansas City, Mo.-Kans., thence along the southern border of Zone 1 to St. Louis, Mo., and including East St. Louis, Ill., and the East St. Louis district and Alton, the increases shall be 20 per cent and 8 per cent under Ex Parte Nos. 166 and 168, respectively, between such border points, on the one hand, and all points in Western territory outside of Zone 1, except that between such border points, on the one hand, and east-bank and west-bank Mississippi river crossings south of St. Louis, including Cairo, Ill., the increases shall be 22.5 per cent and 9 per cent respectively.

Proceeding up the Mississippi river from Alton, Ill., along the eastern border of Zone 1 to Dubuque, Iowa, thence along the eastern border of Zone 1 through Green Bay, Wis., to Lake Superior, thence westward along the northern border of Zone 1 to, but not including, Superior, Wis., rates between these border points, on the one hand, and points in Western territory outside of Zone 1, including east-bank and west-bank Mississippi river crossings south of St. Louis and including Cairo, the increases shall be 22.5 per cent and 9 per cent . . .

The increases between interior points in Zone 1, on the one hand, and all points in Western territory outside of Zone 1, including east-bank and west-bank Mississippi river crossings south of St. Louis and including Cairo, on the other hand, shall not exceed 22.5 per cent and 9 per cent. . .

These findings do not apply to rates on grain and grain products taking the grain rates, and "are without prejudice to reexamination upon complaint or otherwise as to the lawfulness of the rates on any particular commodity," the commission said. Meanwhile, it made another finding with respect to rates on fire brick and related refractory articles, authorizing increases of 22.5 per cent and 9 per cent on such rates from the eastern Missouri origin group to points in Western territory outside Zone 1, including the Mississippi crossings south of St. Louis and including Cairo.

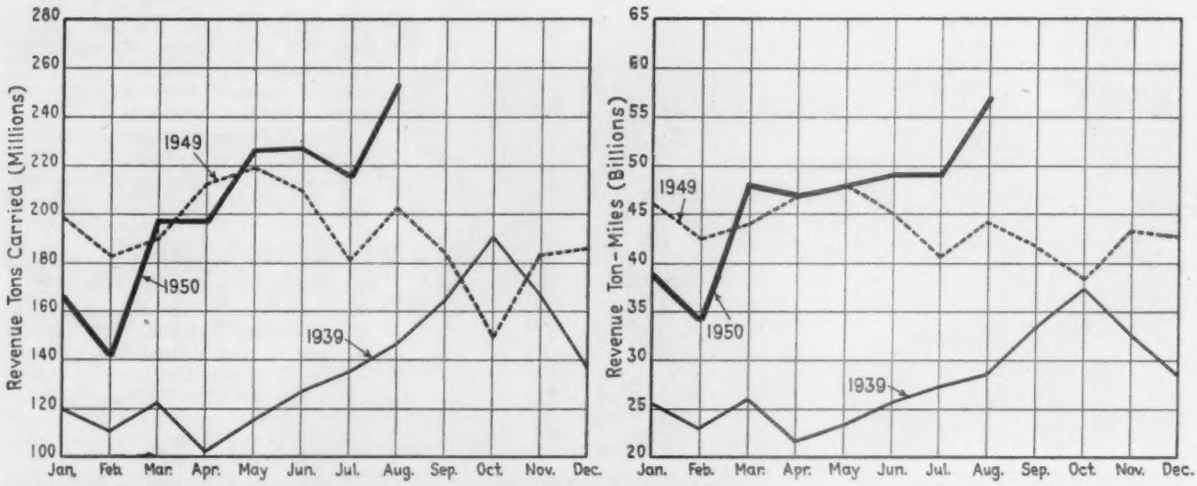
## Would Have I. C. C. Open Ogden Gateway

The Interstate Commerce Commission has received from its chief examiner, Frank E. Mullen, a proposed report recommending that it force open the Ogden, Utah, gateway by requiring the Union Pacific to participate with the Denver & Rio Grande Western in joint through rates via that gateway on traffic between so-called Colorado common points and points east thereof, and points in Utah, Idaho, Montana, Oregon, and Washington. The proposed report is in No. 30297, the proceeding instituted by the commission on the basis of a complaint filed by the D.&R.G.W. more than a year ago (see *Railway Age* of August 6, 1949, page 62).

Adoption by the commission of the examiner's recommendations would have the effect of short-hauling the U.P., since that road's participation in joint through rates on the traffic involved is now limited generally to rates applicable over routes which make Denver, Colo., the point of interchange. The proposed report's recommended findings would be the basis for exercise by the commission of the authority which section 15(1) gives it to short-haul an originating road.

There are seven such recommendations. They would have the commission find that the present situation results in undue disadvantage to shippers, receivers, and localities serviced by the Rio Grande; that establishment of joint through rates via Salt Lake City or Ogden is "desirable in the public interest"; and that such joint rates are "needed to provide adequate and more

**ERNEST E. NORRIS, president of the Southern, took the controls of a bulldozer on October 31, to break the first ground for his company's new $9.2-million classification yard at Birmingham, Ala. (See *Railway Age* of October 21, page 58, and November 18, page 79.) At the request of Birmingham citizens, the new yard will be named in honor of Mr. Norris**




**REVENUE TONS and revenue ton-miles—1950 compared with 1939 and 1949**

efficient and more economical transportation."

Other recommended findings are that the proposed routes through Ogden in connection with the Rio Grande "are not unreasonably long or unduly circuitous"; and that the joint rates now in effect over the U.P. and those of its connecting lines which are also defendants in the case, are "just and reasonable for application to traffic that may be routed from and to the same origins and destinations" over the proposed new routes.

As to the amount of traffic which would be diverted over the new routes, Examiner Mullen said no accurate estimate could be made. He concluded, on the basis of the entire record, that "no such extensive loss or divergence of traffic as that assumed by defendants and others would result."

"Traffic," the proposed report also said, "is not so easily diverted from existing channels that the establishment of joint rates over additional routes via the Rio Grande would result in turning the entire potential flow of traffic over the new route from existing well-established routes. There was abundant testimony from shippers and communities on the Union Pacific that they were so well satisfied . . . that they would not use the new route at all.

"Competition of the existing routes over the Union Pacific and its connections would be stepped up in endeavors to retain a very large part of the traffic and, according to the evidence, the Rio Grande route would get a relatively small part as a bridge line. What it would get would depend primarily on the needs of shippers on its own line in connection with stoppage in transit for various commercial services."

## Freight Car Loadings

Car loadings for the week ended November 18, and car surpluses and shortages for the same week, were not available when this issue of *Railway Age* went to press.

Loadings of revenue freight for the week ended November 11 totaled 839,612 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, November 11

| District | 1950 | 1949 | 1948 |
|---|---|---|---|
| Eastern | 142,372 | 115,059 | 155,064 |
| Allegheny | 168,510 | 104,362 | 177,271 |
| Pocahontas | 60,015 | 40,443 | 71,367 |
| Southern | 136,577 | 112,505 | 135,153 |
| Northwestern | 127,542 | 76,015 | 124,779 |
| Central Western | 137,781 | 123,230 | 138,581 |
| Southwestern | 66,815 | 64,209 | 69,464 |
| Total Western Districts | 332,138 | 263,454 | 332,824 |
| Total All Roads | 839,612 | 635,823 | 871,679 |
| Commodities: | | | |
| Grain and grain products | 55,629 | 56,016 | 54,431 |
| Livestock | 12,451 | 13,412 | 18,073 |
| Coal | 153,412 | 113,616 | 174,205 |
| Coke | 16,045 | 4,596 | 15,303 |
| Forest products | 48,224 | 41,781 | 46,430 |
| Ore | 62,764 | 7,646 | 58,557 |
| Merchandise l.c.l. | 86,714 | 87,210 | 107,877 |
| Miscellaneous | 404,353 | 311,546 | 396,803 |
| November 11 | 839,612 | 635,823 | 871,679 |
| November 4 | 862,184 | 578,981 | 843,586 |
| October 28 | 887,607 | 591,315 | 930,973 |
| October 21 | 890,990 | 589,088 | 926,976 |
| October 14 | 888,559 | 583,948 | 912,957 |
| Cumulative total 45 weeks | 33,731,890 | 31,366,361 | 37,602,857 |

**In Canada.**—Car loadings for the week ended November 11 totaled 85,170 cars, compared with 88,532 cars for the previous week, and 81,573 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

| | Revenue Cars | Total Cars Rec'd from Loaded Connections |
|---|---|---|
| Totals for Canada: | | |
| November 11, 1950 | 85,170 | 34,146 |
| November 12, 1949 | 81,573 | 31,326 |
| Cumulative totals for Canada: | | |
| November 11, 1950 | 3,366,504 | 1,414,504 |
| November 12, 1949 | 3,405,355 | 1,391,842 |

## Twelve Killed, 44 Injured, In Canadian Collision

A main line head-on collision between a troop train extra and the Canadian National's eastbound "Continental Limited" on a mountain curve near Canoe River, Alta., resulted in the death of 12 and injury of 44 soldiers at noon on November 21. The incomplete reports available at press time indicated two soldiers were missing and presumed dead. The enginemen and firemen of both locomotives were missing, but probably buried under the wreckage of the locomotives and the two head coaches of the troop train. All of the casualties occurred on the troop train. There were no reported injuries among passengers on the transcontinental passenger train.

The 17-car troop train, containing all-steel equipment, was bound for Fort Lewis, Wash., by way of Vancouver, B. C. It was scheduled to meet Train No. 2, the 10-car eastbound "Continental Limited," at Canoe River, a small settlement in a desolate and sparsely inhabited portion of the Canadian Rockies about 80 mi. west of Jasper, Alta. The probable cause of the collision is being withheld pending investigation.

Many cars were derailed, ripping up track and destroying communications lines along the right of way. Most of the injured were in the forward part of the troop train. Nearly all of them were scalded by steam from a broken train heating line.

## Gurley Favors Independent Transportation Commission

"Come hell or high water," and barring any governmental changes in our basic industrial economy, the nation's railroads will meet in full measure the requirements of national security, national defense and the military.

This message of assurance was made by Fred G. Gurley, president of the Atchison, Topeka & Santa Fe, before the Transportation Section of the American Petroleum Institute's national convention at the Hotel Ambassador in Los Angeles on November 15.

"We have no more important task today," Mr. Gurley continued, "than to insure that the rules we adopt to govern the conduct of our affairs in the new phase of the cold war, or any

**GENERAL AMERICAN-EVANS "DF" box cars are now being built at the rate of 15 complete cars per day, with a total of approximately 400 expected to be in revenue service by mid-December. A report on operation of the first 25 of these cars was published on page 68 of the *Railway Age* of November 18**

other kind of war, do not destroy our free institutions. Our fight against the totalitarian system would defeat itself if it should lead us into a regimented society."

The ability of American industry to attain the government's objectives of large scale rearmament, coupled with continuation of economic assistance and the furnishing of military supplies to friendly nations of the free world, will depend in great measure upon the strength of our industrial economy, he stated.

Appealing against "discriminatory" government legislation and subsidies, Mr. Gurley urged "fair and impartial treatment of all forms of transportation."

"A sound transportation policy can best be assured by committing the administration of promotional as well as regulatory activities affecting all forms of transportation to a single independent commission reporting directly to Congress," he said. "There are deeply rooted fundamental objections to placing regulatory functions in the executive branches of the government," he declared.

A single independent commission devoted to development and maintenance of a well balanced and coordinated system of transport embracing all types of carriers would make for "freedom from political influence and pressure of special interest groups, stability and continuity of policy, and for decisions reached upon the merits of every problem after thorough and careful consideration of all points of view," Mr. Gurley said.

## Orders Roads to Adjust Rates on New Automobiles

An adjustment in railroad freight rates on new automobiles, effective February 20, 1951, has been ordered by the Interstate Commerce Commission. The commission report said the adjustment will narrow the spread between the basis applicable for shipments from factories in Detroit, Mich., South Bend, Ind., Toledo, Ohio, and Kenosha, Wis., and that applicable from the regional assembly plants of the General Motors Corporation and the Ford Motor Car Company.

The case, docketed as No. 28920, involved a complaint filed in 1947 by six automobile manufacturers—Chrysler Corporation, Hudson Motor Car Company, Nash-Kelvinator Corporation, Packard Motor Company, Studebaker Corporation, and Willys-Overland Motors, Inc. They charged, among other things, that rail rates on automobiles from their respective home-factory areas were unreasonable by comparison with rates maintained from the assembly points of their competitors.

With some exceptions the present rates on new automobiles from the manufacturing plants of the six complainants are on a basis of 85 per cent of first class, whereas the bases applicable from General Motors and Ford assembly plants range down to as low as 30 per cent of first class. The commission found that these differences between the levels of the rates from the assembly points and the manufacturing points "are excessive and should be reduced."

There is "strong and convincing proof in the record" of this case that Chrysler and the other companies are suffering "real and substantial injury" because of the rate differentials, the commission said. It then found that the rates from the manufacturing plants to destinations in the United States, except to mountain-Pacific states, are "unduly prejudicial to complainants and unduly preferential to assembly plants."

The commission concluded that in no instance should rates from the manufacturing plants exceed the rates from Ford or General Motors assembly plants to a common destination "by more than the difference between 75 per cent and 50 per cent" of the first class rates. The commission said lower rates from the assembly plants are justified because of motor carrier competition for this short-haul traffic.

"In a highly-competitive market . . . those manufacturers having a lower level of rates are benefited," the commission said in discussing its findings. "While at the present time the benefit is not reflected at the retail level because of the pricing methods of the manufacturers, it is present in the form of greater funds for use in various manufacturing operations or for the payment of larger dividends to stockholders. It is clear that General Motors and Ford are benefited and the other manufacturers are injured by the differences in the levels of the rates from their respective plants."

The commission decision in the case was 7 to 3 with Commissioner Mitchell not participating. The dissenters were Chairman Johnson and Commissioners Alldredge and Aitchison. A dissenting opinion by Commissioner Alldredge referred to two previous commission attempts to prescribe a non-discriminatory rate adjustment on automobiles, and he said the present decision "is just as unrealistic as the first two."

The most recent finding by the commission was in No. 28190, *New Automobiles in Interstate Commerce*, and it was in this case that the present rates from the manufacturing plants were prescribed. That order became effective January 24, 1946. In this connection the commission majority said that the I.C.C. has been generally reluctant to reduce rates so recently prescribed, but in the present case there is "abundant proof" of changed conditions.

# ORGANIZATIONS

President H. C. Murphy of the Chicago, Burlington & Quincy will be the principal speaker at a joint luncheon of the **Trans-Missouri-Kansas Shippers Board,** the **Traffic Club of St. Joseph** (Mo.) and the **St. Joseph Chamber of Commerce,** in connection with the board's 88th regular meeting in St. Joseph on December 14. R. E. Clark, manager of the Closed Car Section, Car Service Division, Association of American Railroads, will speak on the current transportation situation. Headquarters for the meeting and luncheon will be the Hotel Robidoux. The board's various committees will meet at the hotel on December 13.

C. A. Johnston, general agent of the Texas & Pacific at Dallas, Tex., was elected president of the **Traffic Club of Dallas** at the annual dinner dance and installation of officers on November 18. Other officers elected were:
*(Continued on page 57)*

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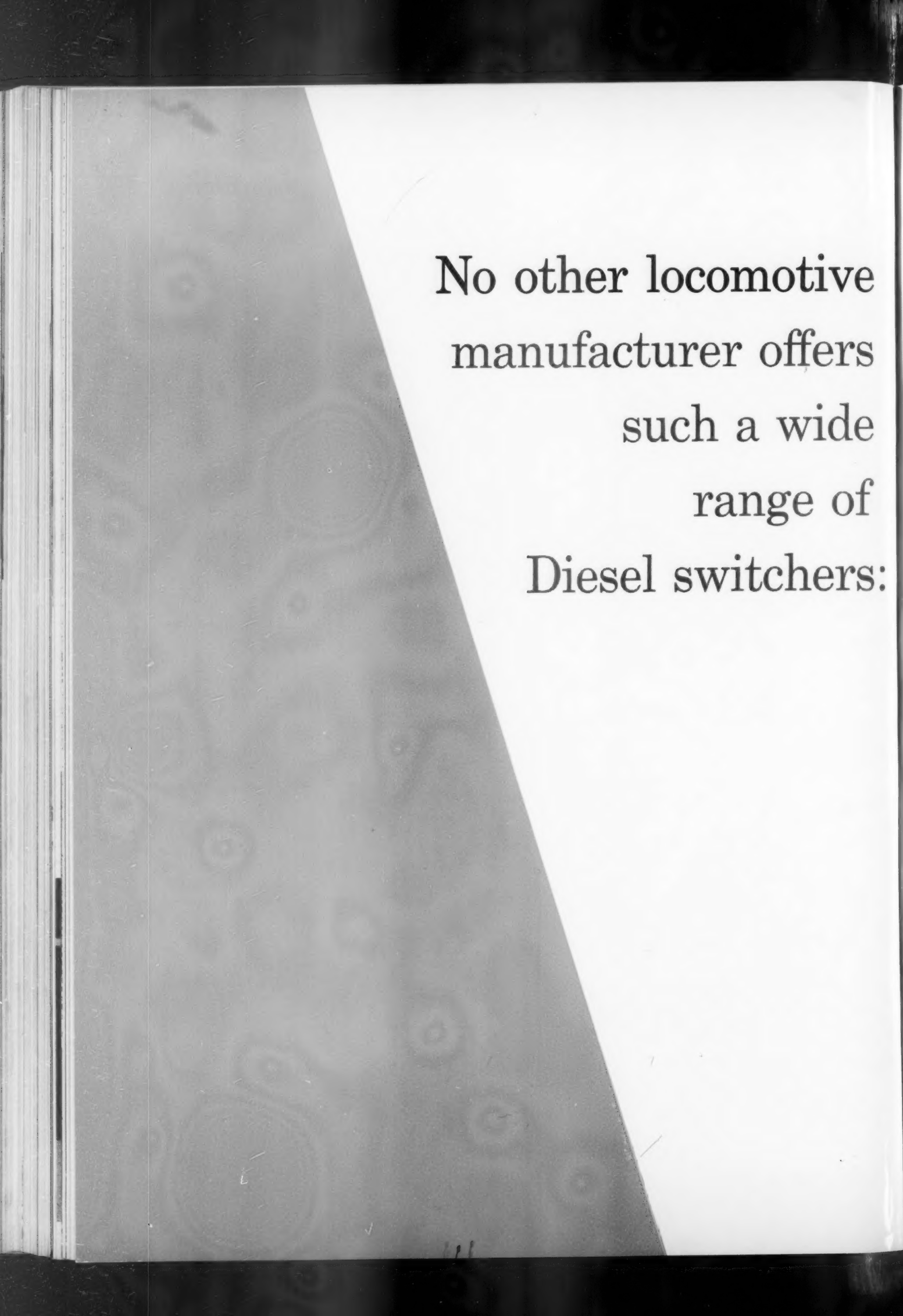
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January 15 is the date of the 1951 Annual Review and Outlook Number. Leading manufacturers who sell to the railways use large display in this issue as a key information medium for their year's sales campaign.

Plan advertising and reserve space *now.* Avoid the rush of the Christmas holidays. Write, wire or phone collect space reservations to the Railway Age office nearest you.

**Effective with the first issue in 1951, Railway Age will be dated Monday*

## *ANNUAL REVIEW & OUTLOOK NUMBER

# RAILWAY AGE

## News Briefs . . .

. . . On a recent trip of the Florida East Coast's "Champion" into Miami, Fla., Passenger Agent Walter Johnson noted an unusually large number of ticketholders who appeared to be newlyweds, so he decided to make a check. Forty-nine couples told him they were enroute to Miami to spend their honeymoon. Johnson made his check after getting on the train at Jacksonville, Fla. There were only about 230 passengers on the train at the time. He said that he never before saw so many newly married couples on one train. It was literally loaded with romance. This F.E.C. "Honeymooners' Special" eclipsed the mark set by American Air Transport, when it recently brought 14 newlyweds into Miami on one flight from New York.

. . . A $10 bill was recently received by the Pullman Company's district office at Portland, Ore., in an unsigned, penciled letter which said: "I will in cash $10 for one blanket I took from the train in the first World War. Thank you very kindly."

. . . In Washington a parade is not exactly unique, but on December 2, residents of the nation's capitol will be able to review an unusual parade . . . 14 special trains leaving Union Station at five-minute intervals, carrying 8,000 football enthusiasts over Pennsylvania lines to Philadelphia for the annual Army-Navy football game. J. V. Sowers, general passenger agent at Washington, explained that the "big parade" of trains begins at 8:05 a.m. and continues until 9:30 a.m. The railroad transports approximately 30,000 spectators to the big game . . . one-third of the 100,000 in attendance . . . on 37 special trains from New York, Newark, Baltimore, Wilmington and Washington. (Twenty-one of the trains are operated from the New York area; 14 from Washington, one from Baltimore and one from Wilmington.) In the entire operation the railroad assigns 56 locomotives, 324 coaches, 37 dining cars and 154 Pullman cars.

. . . Boston & Maine passengers began on November 17 to vote for the departure time they would prefer for the trains they ride. C. F. Palmer, passenger traffic manager, in explaining the balloting, said, "This system-wide ballot of our main line trains will give us an accurate vote of the riding public; from it we can determine if present schedules are satisfactory or if certain changes would be welcomed by our patrons. If the vote shows our present schedules are not popular, we will revise our schedules wherever possible from an operating standpoint to meet the majority vote when the spring time tables go into effect next June."

The balloting was started on nine trains running week days from Portland, Me., to Boston, Mass. Other points on the system will be balloted at various times until through main line trains have all been covered.

. . . A new exhibit designed to promote use of bituminous coal as an industrial and domestic fuel began a tour of principal cities on the Baltimore & Ohio on November 20, C. M. Groninger, coal traffic manager, has announced. From Baltimore, Md., where it opened, the exhibit will move to New York to be displayed from November 27 through December 2 in Grand Central Palace at the 19th National Power Show in connection with the annual meeting of the American Society of Mechanical Engineers. On December 6, 7 and 8, the exhibit will be displayed in the Reading Terminal, Philadelphia, Pa.

. . . Four railroad men are included in a group of nine labor union leaders who will complete on December 8 a 13-week study program at Harvard University. The program, designed to develop leadership responsibility in unions, includes such subjects as pension programs, accounting, labor laws, and problems of labor relations. The railroad men in the present course are Ernest L. DeVore of Monongahela, Pa., and Gordon A. Padgett of Savannah, Ga., both members of the Brotherhood of Maintenance of Way Employees, and William E. England, of Atlanta, Ga., and Roger J. Maher of Pittsburgh, Pa., both representing the Brotherhood of Railway Clerks.

. . . Edward S. French, president of the Boston & Maine, is one of 83 representatives of New England industry, labor, finance, agriculture and professions who have been appointed members of the Committee of New England. The committee, organized under the auspices of the National Planning Association, is to analyze the effects—good or bad—of federal government policies on development of New England's economy.

. . . A new study course, designed for the training of industrial supervisors, is being offered jointly by Wilmington College, Wilmington, Ohio, and the Cincinnati (Ohio) Industrial Institute. The program, which is on a cooperative work-study basis, combines four years of liberal arts college courses—with emphasis on economics and business administration—with alternating semesters of employment and study in industries of the southern Ohio area.

. . . The Grand Central (New York) Railroad branch of the Y. M. C. A. celebrated its 75th anniversary with a diamond jubilee dinner in New York on November 20. Founded in 1875, it is one of the oldest, and also one of the largest, railroad Y.M.C.A.'s in the country.

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*(Continued from page 52)*

L. R. Perkinson, vice-president and general manager, Pearlstone Mill & Elevator Co., first vice-president; H. W. Cook, general agent, Wabash, second vice-president; Byron P. Weiler, assistant traffic manager, Trinity division, General Portland Cement Company, third vice-president; and J. Norman Belcher, city freight agent, Chicago, Rock Island & Pacific, secretary-treasurer.

At the annual "presidents' night" meeting of the **New York Railroad Club** on November 16, the speakers were J. Russel Coulter, president of the Toledo, Peoria & Western, and Paul W. Johnston, president of the Erie. The new "Hoosier Line" motion picture, just completed for the Chicago, Indianapolis & Louisville, which was shown to the large audience, was introduced by the Monon's president, John W. Barriger.

The meeting began with the election of officers for the next year, following which tributes were paid to David W. Pye, who was elected executive secretary emeritus.

As pointed out by three former presidents of the club, Charles E. Smith and J. A. Droege, both former vice-presidents of the New York, New Haven & Hartford, and Henry K. Norton, trustee of the New York, Susquehanna & Western, and by the present president, Perry M. Shoemaker, vice-president of the Delaware, Lackawanna & Western, Mr. Pye served the club long and devotedly in various capacities, and particularly over a long period as its secretary and treasurer and executive secretary.

C. L. Patterson, vice-president of the Lehigh Valley, was elected first vice-president of the club. Other 1950-1951 officers are: Second vice-president, H. H. Pevler, vice-president, Pennsylvania; third vice-president, G. C. White, general manager, Eastern district, Erie; and treasurer, A. A. Borgading, president, Alborg Supply & Equipment Co. A. H. Smith, vice-president of the Kerite Company, has been elected to the finance committee for a period of three years. Mr. Shoemaker continues as president, having been elected last year for a two-year term.

"The time has come when the motor carrier industry—now of 'voting age'—must stand on its own feet," Hubert M. Bassett, transportation engineer of the New York Central, told the **Metropolitan New York Chapter** of the **Association of Interstate Commerce Commission Practitioners** at its November 21 meeting. In an informal talk, followed by a question period, Mr. Bassett pointed out that subsidies permit trucks to quote "deceptively low" rates; and asserted that the government should not be "obliged to build highways with low grades,

easy curves and thick pavements for the benefit of one per cent of all users, when the bulk of all existing roads are suitable for the great majority of automobiles and light trucks.

## SUPPLY TRADE

**Dave Cameron** has joined the management staff of the **Evans Products Company** as vice-president in charge of operations at the Plymouth, Mich., plant. Mr. Cameron will, among other things, be directly responsible for all manufacturing operations involved in production of Evans' special railroad (and other transport) loading equipment.

The **Graybar Electric Company,** 420 Lexington avenue, New York, has been appointed national distributor for "Corrosite," a new plastic paint of the **Corrosite Corporation,** 415 Lexington avenue, New York. **L. W. Taylor,** manager, outside construction sales, will be in charge of all sales activities on the Corrosite line for Graybar.

**Edmund A. Watson** has been appointed assistant to vice-president of the **American Car & Foundry Co.,** in which capacity he will engage in the manufacturing activities of the production department.

**M. G. DeForest** has been appointed eastern railroads sales representative in the national accounts department of the **Socony-Vacuum Oil Company,** New York, succeeding **J. G. Christopher,** retired. **G. A. Hope,** of the gasoline and fuel oil department, succeeds Mr. DeForest as acting sales engineer for railroads.

**Allan W. Walter** has been elected comptroller of **Pullman, Inc.,** effective December 1. Since 1948, Mr. Walter has been associated with the Liquid Carbonic Corporation, of which he was financial vice-president.

The **Caterpillar Tractor Company** has announced a voluntary allocation program to provide for equitable distribution of the company's heavy machinery next year. The program will apply to track-type tractors, cable controls, bulldozers, and motor graders.

**Harold H. Dice,** director of test and inspection of the **Electro-Motive Division** of **General Motors Corporation,** LaGrange, Ill., has been appointed administrative assistant. In his new post Mr. Dice will report directly to the general manager and will be responsible for activities relating to manufacturing, engineering, production control, purchasing and inspection. **John H. Anderson,** assistant director of test and inspection, succeeds Mr. Dice.

The **Inland Steel Company** has announced that the railroad division and pig iron and coal chemicals division of its sales department have been consolidated, in charge of **John J. Davis, Jr.,** who has been sales manager of the separate divisions. **L. C. Reed** and **A. C. Engh** have become assistant managers of sales, respectively, of railroad products and of pig iron and chemicals.

**Edwin D. Meade,** formerly manager of western railway sales of the **United States Rubber Company,** has been appointed district sales manager, Chicago branch, succeeding **Joseph A. Conlon,** who has been appointed manager of allied sales for the mechanical goods division, at New York.

Mr. Meade joined U. S. Rubber as a clerk in the New York branch in 1935. He entered mechanical goods sales a year later and, in 1941, became a special representative of the war products division, at Washington, D. C. He was transferred to Chicago as manager of western railway sales in 1947. Mr. Conlon joined U.S. Rubber in June, 1930, as a salesman in the Los Angeles, Cal., branch. He advanced through various sales and merchandising positions until 1945, when he was appointed assistant district sales manager of the mechanical goods division's Chicago branch. In September, 1949, he became district sales manager at Chicago.

**George T. Paraschos** has been

### *Samuel O. Dunn Becomes Chairman Emeritus of Simmons-Boardman; Editorial Consultant for* Railway Age

**Samuel O. Dunn, chairman of the Simmons-Boardman Publishing Corporation—publishers of *Railway Age* and other transportation and building publications—has at his own request relinquished the duties of that office and has been designated chairman emeritus, in which position he will continue in the active service of the company in an advisory capacity, with headquarters in the company's Chicago office as heretofore. Executive duties devolving upon the chairman have been assigned to the president of the company, James G. Lyne, who will continue also as editor of *Railway Age*.**

**Mr. Dunn has been the chief executive officer of the company since 1931 and has been in the company's service since 1907. An extended biographical sketch of his long and eminent career as a journalist and publisher appeared in the August 21, 1948, issue of this paper, on the occasion of a testimonial dinner tendered him by a large number of leaders in the railway and railway supply industries.**

**In relinquishing his post as chairman of the company, Mr. Dunn made the following statement:**

**"I desire it to be understood that, in retiring as chief executive officer of the Simmons-Boardman Publishing Corporation, I have not retired from its service nor—not to put too fine a point on the matter—from its payroll. I shall continue in its service in a consulting and advisory capacity and perform such duties as may be assigned me by President James G. Lyne, who has succeeded me as chief executive officer.**

**"This will be a very satisfactory arrangement for me and, I hope, for the company. I first entered the service of the company almost 44 years ago as an associate editor of *Railway Age*. I was for 20 years head of its editorial department, and in October had been for 19 years its chief executive officer with the title of chairman of the board. Those facts plainly show that I have reached an age when I should have fewer responsibilities and increased opportunity for my leisure and rest, which I shall now have.**

**"Nothing could cause more gratification to me than the fact that I have been succeeded as chief executive by the president of the company, James G. Lyne. 'Jim' Lyne entered the service of the company as an associate editor of *Railway Age* in 1920. His father was then a conductor on the Rock Island at Herington, Kansas. He grew up in a railroad family in a railroad terminal. As young as he was then, it is a cause of pride to me now, that within a year I detected qualities in him which caused me to predict that in due course he would become editor of *Railway Age*, a position in which he finally succeeded me in 1948. Meantime the office of assistant to the chairman had been created to which he had been appointed in 1947. And in February, 1948, he had been elected president of the company.**

**"Mr. Lyne has now become so widely known in the railway and railway supply fields that there is little that I can say about him that is not known by readers of *Railway Age*. He is so modest and has such a genial personality that no chance acquaintance would realize that he is a great and profound scholar in many fields, as well as a great editor, and one of the best informed men in the world about transportation, and especially railroad, affairs and problems. In the almost three years he has been president of Simmons-Boardman, he has proved his executive ability; and so I have retired as chief executive officer confident that he will give the company a management of greatly increased energy and ability, and cause all its publications to improve their service to the three fields of the company's publishing leadership—railroad, building and marine."**

**Left to right: R. P. Brewer, who has been appointed vice-president and treasurer of the Symington-Gould Corporation, with headquarters at Depew, N.Y.; H. T. Casey, who has been appointed vice-president at New York, and D. L. Townsend, who has been appointed vice-president at Chicago. The company also has appointed W. A. Bergen as assistant to president, at New York, and J. S. Thompson, Jr., as assistant to president and secretary, at Depew**

appointed New England manager for the **Symington-Gould Corporation.**

**Arthur J. McGinnis** was elected treasurer and a director of the **Simmons-Boardman Publishing Corporation** at a meeting of the board of directors on November 20, to succeed the late **John T. DeMott,** who died on September 15. (See *Railway Age* of September 23, page 56.) Mr. McGinnis joined Simmons-Boardman in 1940 as associate editor of one of its publications, *Railway Age*. He subsequently was appointed financial editor of that magazine, and then assistant treasurer of the corporation, and, following Mr. DeMott's death, acting treasurer. He began his business career as a traveling auditor and was a member of the statistical staff of the Western Union Telegraph Company from 1935 to 1940. Mr. McGinnis was graduated from Fordham University in 1932 and from the Harvard University Graduate School of Business Administration in 1934.

**Arthur J. McGinnis**

**William K. Durbon** has been appointed vice-president of the **Hulson Company,** with headquarters at Chicago. He succeeds **Joseph R. Gillette,** who has resigned from that position and joined the Ford Motor Company production control organization at Detroit, Mich. In his new post Mr. Durbon's activities will be directed principally to the company's Duryea cushioned underframe. Mr. Durbon is a graduate of Norwich University, where he received his B. S. degree in civil engineering in 1937. Subsequently he became associated with the General American Transportation Corporation's engineering department at East Chicago, Ind., as draftsman on freight car design. He transferred in 1942 to General American Aerocoach at Hegewisch, Ill., as process and liaison engineer. In 1945 he joined Harlan & Hollingsworth Corp., Wilmington, Del., as chief engineer, and in April, 1947, became sales engineer for the O. C. Duryea Corporation, Chicago. Mr. Durbon entered the chief maintenance officers' department of General American at East Chicago in April, 1950, and in September joined the Hulson Company to succeed Mr. Gillette.

**William K. Durbon**

### *OBITUARY*

**Manton S. Covert,** general superintendent of equipment of the General American Transportation Corporation, died in Chicago on November 7.

# EQUIPMENT AND SUPPLIES

## Locomotives on Order

Class I railroads on November 1 had 1,523 locomotives on order, the largest number on order since February 1, 1949, according to the Association of American Railroads. The November 1 total included 1,496 Diesel-electrics, 19 steam locomotives, and 8 electrics.

New locomotives placed in service during October totaled 239, the largest of any monthly total since 1923. Included were 234 Diesel-electrics, 4 electrics and 1 steam. Installations during this year's first 10 months were also greater than those of any comparable period in 27 years. The total, 1,932, included 1,915 Diesel-electrics, 9 steam, and 8 electrics.

Only these locomotive figures were given in the A.A.R. press release which was issued November 21. There were no data on freight car orders and installations, such as were formerly included in this monthly release.

### *FREIGHT CARS*

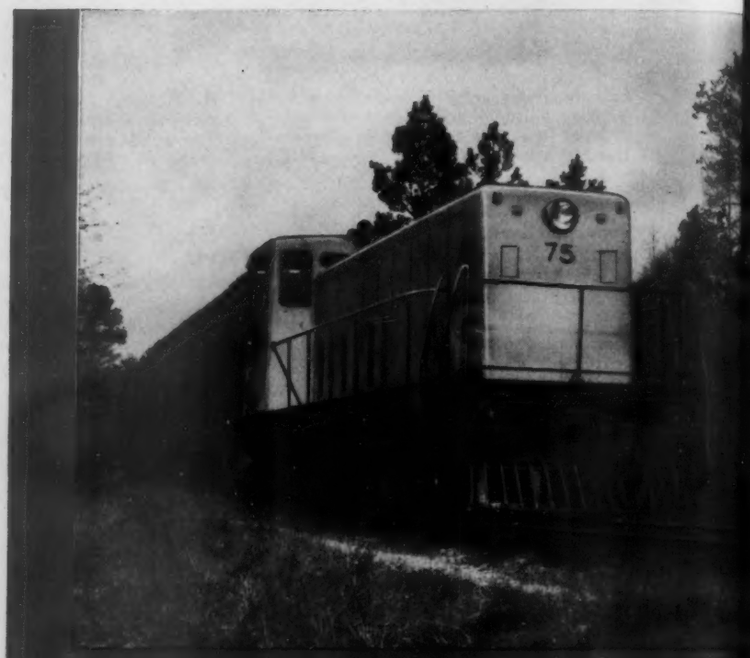
The **Buffalo Creek,** a switching line jointly owned by the Erie and the Lehigh Valley, shortly will place orders for 1,000 box cars to cost $5,500,000. The B.C. is 5¾ mi. long with a total trackage of 34 mi., connects with all other roads in Buffalo, N. Y., and serves waterfront and other industries for carload freight only. The Erie and L.V., as lessees, will provide

*(Continued on page 62)*

# *Light Traffic Economy*

# DEMANDS

## THE 70-TON,




**98% AVAILABILITY**

**SPECIFICATIONS**

| | |
|---|---|
| Weight | 139,000 lb |
| Length | 37 feet |
| Height | 13 feet 5⅜ inches |
| Width | 10 feet |
| Diesel Engine | 1000 rpm, 660 hp |
| Fuel Capacity | 500 gallons |
| Maximum speed | 55 mph |

For instance, on the Marianna and Blountstown Railroad, one 70-tonner replaced three steam locomotives, is saving 24 per cent of its cost every year. Used in general switching and road work, the 70-tonner has a two-year availability record of 98 per cent. Savings in fuel costs alone amount to more than $10,000 per year.

*Your own motive-power problems may not fit the above illustrations. But your requirements in a locomotive may well be answered by the 70-ton locomotive or its companion unit, the 44-tonner. Call in our representative for more information.*

# A Locomotive Like This..

# 600-HP DIESEL-ELECTRIC

## HANDLES HEAVY WORKLOAD

The High Point, Thomasville and Denton Railroad serves 125 industries with only three 70-tonners. Two units are used regularly in multiple, and haul a 1900-ton load up a one-mile grade of two per cent. Some shippers in the city of High Point are reached by tracks through the city streets, and thus clean operation at reduced noise levels are important good will factors for the railroad management.

## LOW OPERATING COST

Forty-two wooden trestles on the Tallulah Falls Railroad are no problem for the 35,000-lb axle load of the 70-tonner. And relatively high horsepower permits the movement of heavy trains. The two units have cut operating costs $70,000 a year. No wonder H. L. Brewer, General Manager, says "I wouldn't buy any other kind of locomotive."

GENERAL ELECTRIC

121-55

*(Continued from page 59)*
for payments on the new cars under a conditional sales agreement.

The **Chicago & Eastern Illinois** has ordered 25 70-ton covered hopper cars from the Thrall Car Manufacturing Company, at an estimated cost of $100,950. Delivery is expected in the fourth quarter of 1951.

The **Georgia** has ordered 100 50-ton high side gondola cars from the American Car & Foundry Co., at an estimated cost of $479,658, and 50 70-ton hopper cars from the Greenville Steel Car Company, at an estimated cost of $276,469. Delivery of the gondolas is expected in June, 1951, and the hopper cars are scheduled for delivery in October, 1951.

### LOCOMOTIVES

The **Pacific Great Eastern** has ordered six 1,600-hp. diesel-electric locomotive units from the Montreal Locomotive Works at a cost of $1,200,000. Delivery is scheduled for January and February, 1951.

## CAR SERVICE

Special Car Order No. 59, issued on June 30 by the Car Service Division, A.A.R., to expedite the return home of Canadian box cars to handle the grain movement, has been cancelled. In the cancellation notice, Chairman Arthur H. Gass of C.S.D. called upon all railroads to reissue instructions "requiring 100 per cent compliance with Car Service Rules in the handling of Canadian cars." (See *Railway Age* of July 8, page 110.)

## CONSTRUCTION

### U.P. to Spend $6.69 Million On Construction Projects

Major construction projects programmed for the next few months by the Union Pacific call for an expenditure of $6,694,779. Some of these projects will be undertaken by contractors, but most of them are to be handled by company forces. The contract work includes:

At Omaha, Neb.—Construction of sheet metal store building 140 ft. by 400 ft., including heating, lighting, water and sewer facilities, $245,637 (contract not let); installation of pneumatic tube system between headquarters building, Union Station and commissary building, $69,940, by J. J. Parks Construction Company; construction of locker and lunch facilities for car department at shops, $182,600 (contract not let); at Roscoe, Neb.—Widening of cuts and leveling of waste banks on 55 cuts, $89,265, by Plains Construction Company; at Sidney, Neb.—Construction of metal locker and toilet building, 24 ft. by 104 ft., $37,500 (contract not let); Cheyenne, Wyo., to Cherokee—Widening of cuts and leveling of waste, $50,000 (contract not let); and at Hastings, Neb.—Construction of yard office, $25,500 (contract not let).

Work to be done by company forces includes:

At Council Bluffs, Iowa—Installation of loudspeaker intercommunicating and paging system, $68,900; construction of additional car repair tracks including water and air lines, $29,334; replacement of boiler at power house and construction of additional steam lines, $149,587; at Omaha—Installation of additional lighting in sections of machine shop, $52,200; construction of concrete driveways in shop yard, $33,050; replacement of 12 wood platforms with 9 reinforced concrete platforms in shop yard, $60,941; modernizing of water softener system at power house $48,508; at Columbus, Neb.—Installation of highway crossing protection at eight crossings, $70,000; at Elm Creek, Neb.—Extension of center passing track and lining over of eastbound main track, $31,650; at Willow Island, Neb.—Raising of 3,200 ft. of double-track main line and replacement of 4-span I-beam concrete bridge with two deck plate girder spans with ballast deck for two tracks, $123,357; at North Platte, Neb.—Extensions to engine house stalls, $193,820; replacement of 100-ft. turntable with 126-ft. table, $97,239; replacement of two-indication non-coded cab signals with three-indication coded signals, $1,663,000; at Brule, Neb.—Extension of center passing track and lining over of eastbound main track, $37,800; at Colton, Neb.—Extension of center passing track and lining over of main track, $32,880; at Cheyenne, Wyo.—Conversion from coal to oil fuel of boilers in power house, $192,510; construction of concrete roadways in shop yards, $35,960; at Laramie, Wyo.—Rearrangement of yard tracks, $83,245; at Wahsatch, Utah—Construction of 3-pen stock yard and spur track to serve, $26,291; at Denver, Colo.—Installation of loudspeaker intercommunication and paging system in yards, $74,790; replacement of 20-ton stiff leg derrick crane with 40-ton gantry crane, $56,871; at Kansas City, Kan.—Double tracking of Armourdale spur, $44,280; construction of 1,125 ft. of yard track and two 250-ft. scale tracks with retirement of present scale, $50,740; construction of 1,250 ft. of yard track and scale track with scale in Quindaro yard, $47,910; at Lawrence, Kan.—Construction of new industrial trackage, $26,128; Topeka, Kan., to Marysville—Installation of centralized traffic control covering 79 route mi., $1,594,076; at Yocemento, Kan.—Acquisition of right of way and construction of line change, $80,415; Clayton, Neb., to Carleton—Purchasing of additional right of way with necessary grade raises and bridge work at four locations, $282,850; at Pocatello, Idaho—Installation of improved facilities for fueling diesel locomotives at each end of passenger platform, $41,950; at Nampa, Idaho—Replacement of 7-span pile bridge with ballast deck I-beam girder span, $56,250; at Silver Bow, Mont.—Construction of industrial lead track, $35,272; at Lund, Utah—Replacement and extension of yard tracks, $36,477; at Geneva, Utah—Construction of 4,950-ft. passing track, $50,507; at Desert Mound, Utah—Acquisition of right of way, extension and replacement of yard and main tracks, $132,778; at Los Angeles, Cal.—Provision of service facilities for diesel freight locomotives, including construction of 15,386 ft. of trackage, $103,061; installation of loudspeaker intercommunicating and paging system in yards, $70,870; at Albina, Ore.—Conversion of power house boilers from coal to oil fuel, $70,158; and at Parvin, Wash.—Replacement of 15-span pile trestle with three 40-ft. I-beam girder spans, $44,980.

**Atchison, Topeka & Santa Fe.**—A wheel shop will be constructed at this road's 18th street terminal at Chicago by the Ellington Miller Company of Chicago.

**Canadian National.** — Contracts have been awarded for installation of oil, steam and return piping and equipment for fuel oil facilities, together with construction of foundations, pumphouses, and ducts, as follows: At Mirror, Alta., to Borger Bros., Ltd., Calgary, Alta.; at Nutana, Sask., and Biggar, to H. J. Tubby & Son, Ltd., Saskatoon, Sask.; at North Battleford, Sask., to Piggott Construction Company, Saskatoon; at Kindersley, Sask., and Calgary, Alta., to Piggott Construction Company, Edmonton, Alta.; at Wainwright, Alta., and Edson, to Square M Construction Company, Edmonton; at Calder Yard, Edmonton, to H. C. Wells Construction Company, Saskatoon; and at Port Mann, B. C., to Hanssen Construction Company, Vancouver, B. C.

At Edmonton, the Dominion Construction Company has been awarded a contract for construction of a stores department building. Contracts have been let for construction of a freight shed and office building at Fort William, Ont., to Caldon Company, Port Arthur, Ont.; of an ice house at North Battleford, to M. M. Simenson, North Battleford; of a building for car department at Winnipeg, Man., to Swanson Construction Company, Winnipeg; of buildings for car department at Port Arthur, to Stead & Lindstrom, Ltd., Port Arthur; and of an extension to freight shed at Prince George, B. C., to Hanssen Construction Company. Donald K. Forbes, Ltd., has contracted to remove overburden from a tunnel at M.P. 12.1 on the Clearwater subdivision. A contract for construction of a concrete retaining wall at M.P. 55.6 on the Albreda subdivision has been awarded to the Hanssen Construction Company.

**Denver & Rio Grande Western-Union Pacific.**—The I.C.C. has authorized these roads to change certain trackage arrangements in Salt Lake City, Utah. The D.&R.G.W. will construct approximately 8,435 ft. of new trackage, in two segments, at an estimated cost of $124,900. The segments will connect present D.&R.G.W. tracks with those of the U.P. and the roads have made an agreement under which the former will acquire trackage rights over 5,050 ft. of U.P. tracks. The U.P. will acquire trackage rights over 960 ft. of the newly constructed D.&R.G.W. line. The D.&R.G.W. will abandon approximately 4,100 ft. of its present main line on Sixth West street, one of the most heavily traveled highways in Salt Lake City.

**Jersey Central Lines.**—This company soon will begin construction of a new freight transfer station at Elizabethport, N. J., for handling less-than-carload shipments. The new station, which, with its facilities, will cost about $800,000, will be at the western end of the road's Elizabethport yard and will replace the one now at the eastern end of the yard. "We expect to start construction of the station building within a few weeks and to have it completed and in operation by June of next year," E. T. Moore, president, said.

**Louisville & Nashville.**—Authorization to extend several passing sidings to accommodate longer freight trains made possible by increased use of diesel power; construction of a diesel shop at South Louisville, Ky., enlargement of diesel fueling facilities at Etowah, Tenn., and conversion of boilers to gas fuel at Knoxville, Tenn., account for a total current construction expenditure of $1,087,791.

The South Louisville diesel shop will service and repair both freight and passenger locomotives, and will ac-

commodate proposed expansion of the road's diesel fleet. Preliminary work is being done by company forces, no outside contracts having been awarded to date. The building will cost an estimated $757,079. At Etowah, two 30,000-gal. fuel tanks are being replaced with one 260,000-gal. vertical tank, and two additional fueling standpipes are being constructed, at a total cost of $24,761. The W. E. Caldwell Company, Louisville, is erecting the tank and all remaining work is being done by company forces. Company forces are also converting coal fired boilers at Knoxville to gas fuel at a total cost of $22,137.

Track changes at Sibert, Ala., including rearrangement of yard tracks to provide for longer, diesel-powered freight trains, are being made by company forces at a total cost of about $32,924.

Authorized siding extensions are as follows:

At Wofford, Ky., 3,380 ft., including 6,610 cu. yd. of embankment, 3,550 cu. yd. of rock excavation, and extension of five culverts ($43,685); at Saxton, Ky., 2,833 ft., 22,458 cu. yd. of embankment, and extension of concrete box culvert ($43,551); at Amherst, Tenn., 1,833 ft., 360 cu. yd. of excavation, 6,536 cu. yd. of embankment, and extension of two corrugated pipe culverts ($28,152); at Coniston, Ga., 1,928 ft., 3,826 cu. yd. of excavation, and 3,791 cu. yd. of embankment ($25,464); at Kirkstall, Tenn., 3,420 ft., 5,386 cu. yd. of excavation, 2,875 cu. yd. of embankment, and extension of five culverts ($32,157); at Jacksboro, Tenn., 1,991 ft., and 6,482 cu. yd. of rock excavation ($32,535); and at Kilsyth, Tenn., extension and 16,330 cu. yd. of embankment and 2,000 cu. yd. of rock excavation ($45,336).

Grading on all the above projects is being done on contract by the Harrisson Construction Company, Maryville, Tenn. All other work is being undertaken by company forces.

## Selected Income and Balance-Sheet Items of Class I Steam Railways in the United States

Compiled from 127 reports (Form IBS) representing 131 steam railways

(SWITCHING AND TERMINAL COMPANIES NOT INCLUDED)

| Income Items | United States For the month of August 1950 | 1949 | For the eight months of 1950 | 1949 |
|---|---|---|---|---|
| 1. Net railway operating income | $122,064,183 | $65,373,964 | $556,842,130 | $431,792,928 |
| 2. Other income | 17,891,555 | 15,686,510 | 146,930,577 | 138,191,359 |
| 3. Total income | 139,955,738 | 81,060,474 | 703,772,707 | 569,984,287 |
| 4. Miscellaneous deductions from income | 4,139,871 | 2,950,754 | 30,516,811 | 24,310,001 |
| 5. Income available for fixed charges | 135,815,867 | 78,109,720 | 673,255,896 | 545,674,286 |
| 6. Fixed charges: | | | | |
| 6-01. Rent for leased roads and equipment | 11,317,356 | 10,952,024 | 77,593,411 | 78,469,351 |
| 6-02. Interest deductions[1] | 25,149,821 | 24,887,067 | 200,477,243 | 198,269,509 |
| 6-03. Other deductions | 231,349 | 218,515 | 1,755,096 | 1,585,566 |
| 6-04. Total fixed charges | 36,698,526 | 36,057,606 | 279,825,750 | 278,324,426 |
| 7. Income after fixed charges | 99,117,341 | 42,052,114 | 393,430,146 | 267,349,860 |
| 8. Other deductions | 3,287,844 | 3,351,983 | 25,509,100 | 25,156,797 |
| 9. Net income | 95,829,497 | 38,700,131 | 367,921,046 | 242,193,063 |
| 10. Depreciation (Way and structures and Equipment) | 36,188,341 | 34,672,935 | 282,848,692 | 268,340,015 |
| 11. Amortization of defense projects | 1,375,853 | 1,321,223 | 10,967,467 | 10,921,215 |
| 12. Federal income taxes | 74,018,424 | 25,998,705 | 261,006,216 | 172,353,461 |
| 13. Dividend appropriations: | | | | |
| 13-01. On common stock | 21,812,179 | 22,789,882 | 108,315,936 | 117,449,186 |
| 13-02. On preferred stock | 7,076,227 | 4,644,588 | 45,295,838 | 44,483,266 |
| Ratio of income to fixed charges (Item 5 ÷ 6-04) | 3.70 | 2.17 | 2.41 | 1.96 |

| Selected Expenditure and Asset Items | United States Balance at end of August 1950 | 1949 |
|---|---|---|
| 17. Expenditures (gross) for additions and betterments—Road | $169,355,480 | $221,657,986 |
| 18. Expenditures (gross) for additions and betterments—Equipment | 497,286,306 | 691,464,160 |
| 19. Investments in stocks, bonds, etc., other than those of affiliated companies (Total, Account 707) | 508,416,693 | 556,431,077 |
| 20. Other unadjusted debits | 108,235,278 | 138,039,316 |
| 21. Cash | 971,309,507 | 757,898,031 |
| 22. Temporary cash investments | 929,611,819 | 841,807,599 |
| 23. Special deposits | 101,668,733 | 100,156,121 |
| 24. Loans and bills receivable | 1,043,706 | 560,300 |
| 25. Traffic and car-service balances—Dr. | 59,696,110 | 48,777,395 |
| 26. Net balance receivable from agents and conductors | 156,176,701 | 129,023,610 |
| 27. Miscellaneous accounts receivable | 305,653,265 | 284,480,795 |
| 28. Materials and supplies | 701,293,132 | 809,538,449 |
| 29. Interest and dividends receivable | 13,437,040 | 15,012,334 |
| 30. Accrued accounts receivable | 207,173,063 | 158,008,873 |
| 31. Other current assets | 35,266,582 | 39,469,439 |
| 32. Total current assets (items 21 to 31) | 3,482,329,658 | 3,184,732,946 |
| Selected Liability Items | | |
| 40. Funded debt maturing within 6 months[2] | $147,079,490 | $122,649,349 |
| 41. Loans and bills payable[3] | 2,615,869 | 4,425,188 |
| 42. Traffic and car-service balances—Cr. | 104,233,644 | 75,084,523 |
| 43. Audited accounts and wages payable | 528,680,603 | 501,322,376 |
| 44. Miscellaneous accounts payable | 199,985,803 | 190,505,394 |
| 45. Interest matured unpaid | 22,670,572 | 25,083,005 |
| 46. Dividends matured unpaid | 8,085,375 | 8,238,843 |
| 47. Unmatured interest accrued | 83,272,127 | 79,885,360 |
| 48. Unmatured dividends declared | 41,664,542 | 40,581,076 |
| 49. Accrued accounts payable | 185,519,394 | 162,597,235 |
| 50. Taxes accrued | 704,825,535 | 715,963,355 |
| 51. Other current liabilities | 98,628,144 | 80,737,565 |
| 52. Total current liabilities (items 41 to 51) | 1,980,181,608 | 1,884,424,520 |
| 53. Analysis of taxes accrued: | | |
| 53-01. U. S. Government taxes | 514,912,871 | 538,221,434 |
| 53-02. Other than U. S. Government taxes | 189,912,664 | 177,741,921 |
| 54. Other unadjusted credits | 277,923,520 | 266,133,115 |

[1] Represents accruals, including the amount in default.
[2] Includes payments of principal of long-term debt (other than long-term debt in default) which becomes due within six months after close of month of report.
[3] Includes obligations which mature not more than one year after date of issue.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission.
Subject to revision.

# FINANCIAL

**Alleghany Corporation.**—*Nine Months' Income.*—This company has reported consolidated net income for the first nine months of 1950, after provision for federal income taxes, of $842,926, excluding profit and loss on security transactions. Net profit on security transactions during the first nine months was $715.400, excluding loss on sales of 55,200 Missouri Pacific common shares, which amounted to $4,899,366.

**Boston Terminal.** — *Reorganization.*—The I.C.C. has refused to modify the plan of reorganization for this company which the commission's Division 4 adopted last June. (See *Railway Age* of June 24, page 112). Morris C. Kessel, a terminal company bondholder, had petitioned the commission to modify the plan "so that it will assure the receipt by the bondholders . . . of the fair value of their securities and claims." Under the present plan bondholders will receive cash and New York, New Haven & Hartford common stock which together will be approximately $859 for each $1,000 bond.

**Erie.** — *Trackage Rights.* — The I.C.C. has ordered the New York Central to permit the Erie to use approximately 2.7 mi. of N.Y.C. spur, industrial, and siding tracks, together with appurtenant facilities, in the lower town section of Lockport, N. Y. The order, with an effective date of December 15, told the roads to agree between themselves as to terms and compensation to be paid by the Erie. In case they cannot agree, the commission said further hearing will be held to determine and prescribe the necessary terms.

The lower town facilities in dispute were formerly operated by both the N.Y.C. and the International, but the latter has been authorized to abandon all of its operations. The Erie, which has its own line into Lockport, proposed to continue these operations by purchasing the International's tracks, approximately 4.06 mi., and by operating over N.Y.C. tracks in lower town "to the same extent such right had been enjoyed by the International." According to the Erie, the N.Y.C. refused to grant it these rights. The present order of the commission said that continued competition in the lower town area would be to the advantage of shippers and found that the Erie should be allowed to operate there. The order also authorized acquisition of the International trackage by the Erie.

**Florida East Coast.**—*Reorganization.*—The Florida Railroad and Public Utilities Commission has been authorized to intervene in this case, in so far as the reorganization may involve construction of a new F.E.C. passenger station at Miami, Fla. On October 27, 1949, the state commission ordered the road to relocate the Miami station, and to initiate proper proceedings to acquire permission of the court having reorganization jurisdiction and of the I.C.C. The plan of reorganization approved by the I.C.C. in 1947 had made provision for the new station at Miami, but in subsequent court proceedings that plan was disapproved. The reorganization case is now back before the I.C.C. In its petition for authority to intervene in the proceedings, the Florida commission said the new station at Miami will cost approximately $4,353,156.

**Wisconsin Central.**—*Reorganization.*—A senate subcommittee, headed by Senator O'Conor, Democrat of Maryland, will begin public hearings November 29 in connection with this road's reorganization. The subcommittee, a part of the Senate Committee on Interstate and Foreign Commerce, will make a "full and complete study and investigation" of the reorganization proceedings as authorized in Senate Resolution 340. That resolution was introduced in August by Senator O'Conor on behalf of himself and Senator Ives, Republican of New York. Other members of the subcommittee, in addition to the chairman, are Senators Johnson, Democrat of Texas; Myers, Democrat of Pennsylvania; Capehart, Republican of Indiana; and Bricker, Republican of Ohio.

## New Securities

**Applications** have been filed with the I.C.C. by:

CLEVELAND UNION TERMINALS.—To issue $40,000,000 of first mortgage serial bonds, proceeds from the sale of which would be applied toward paying off the company's first mortgage sinking fund gold bonds on April 1, 1951. The bonds are outstanding in the total principal amount of $41,614,400, and are callable next April 1 at 105 and accrued interest. The new serial bonds would be dated December 1, and would mature serially beginning December 1, 1951, and continuing through December 1, 1966.

Capital stock of the Cleveland terminals is owned by the New York Central (71 per cent); the N. Y. C.'s lessor, the Cleveland, Cincinnati, Chicago & St. Louis (22 per cent); and the New York, Chicago & St. Louis (7 per cent). These proprietor companies would jointly guarantee payment of principal and interest on the new bonds.

The first mortgage bonds to be called in were issued under a first mortgage indenture dated April 1, 1922, and the terminal company application at the I.C.C. said the new bonds would "modernize" this mortgage. These serial bonds would be sold on the basis of competitive bids, with the interest rate to be set by such bids.

MISSOURI-KANSAS-TEXAS.—To assume liability for $5,700,000 of equipment trust certificates, to finance in part 31 diesel-electric locomotives, costing an estimated $5,725,725:

| | Description and Builder | Estimated Unit Cost |
|---|---|---|
| 1 | 4,500-hp. passenger locomotive, consisting of two "A" units (American Locomotive Company) | $403,047 |
| 1 | 4,500-hp. passenger locomotive, consisting of two "A" units (American) | 429,973 |
| 2 | 1,600-hp. road-switching locomotives (American) | 136,027 |
| 8 | 1,600-hp. road-switching locomotives (Baldwin Locomotive Works) | 136,033 |
| 6 | 1,600-hp. road-switching locomotives (American) | 136,742 |
| 3 | 4,500-hp. passenger locomotives, consisting of two "A" units each (American) | 447,933 |
| 10 | 1,500-hp. road-switching locomotives (Electro-Motive Division, General Motors Corporation) | 136,813 |

The certificates would be dated January 1, 1951, would mature in 30 semiannual installments of $190,000 each, beginning July 1, 1951, and would be sold on competitive bids.

NEW YORK, CHICAGO & ST. LOUIS.—To assume liability for $3,120,000 of equipment trust certificates, to finance in part 35 diesel-electric locomotives costing an estimated $3,931,199:

| | Description and Builder | Estimated Unit Cost |
|---|---|---|
| 13 | 1,500-hp. general purpose locomotives (Electro-Motive Division, General Motors Corporation) | $139,977 |
| 5 | 1,200-hp. switching locomotives (Electro-Motive) | 98,424 |
| 15 | 1,000-hp. switching locomotives (American Locomotive Company) | 97,702 |
| 2 | 600-hp. switching locomotives (Electro-Motive) | 76,924 |

The certificates, to be dated December 15, would mature in 30 semiannual installments of $104,000 each, beginning June 15, 1951. They would be sold on the basis of competitive bids.

Division 4 of the I.C.C. has **authorized:**

PEORIA & EASTERN-NEW YORK CENTRAL.—To assume joint liability for $2,025,000 of P.&E. equipment trust certificates, to finance in part 21 diesel-electric locomotives acquired from Electro-Motive Division, General Motors Corporation. (See **Railway Age** of October 28, page 185.) The certificates, dated November 15, will mature in 15 annual installments of $135,000 each, beginning November 15, 1951. Division 4 approved a selling price of 99.1286 with interest at 2⅞ per cent—the bid of Halsey, Stuart & Co. and four associates—which will make the average annual cost of the proceeds approximately 3.03 per cent. The certificates were reoffered to the public at prices yielding from 1.9 to 3 per cent, according to maturity.

## Security Price Averages

| | Nov. 21 | Last week | Last year |
|---|---|---|---|
| Average price of 20 representative railway stocks | $49.25 | $48.30 | $38.68 |
| Average price of 20 representative railway bonds | 96.20 | 95.86 | 86.63 |

## Dividends Declared

Baltimore & Ohio.—preferred, $4, payable December 22 to holders of record December 1.

Erie & Pittsburgh.—7% guaranteed, 87½¢, quarterly, payable December 11 to holders of record November 30.

Kansas, Oklahoma & Gulf.—3% non-cumulative preferred, $3; 6% preferred A, 6% non-cumulative preferred B, and 6% non-cumulative preferred C, all $3, semiannual; all payable December 1 to holders of record November 18.

North Central.—$2, semiannual, payable January 15, 1951, to holders of record December 29.

Philadelphia & Trenton.—$2.50, quarterly, payable January 10, 1951, to holders of record December 20.

Richmond, Fredericksburg & Potomac.—common, 75¢, semiannual; extra, $1.50; 6% guaranteed preferred, extra, $1.50; 7% guaranteed preferred, extra, $1.50; all payable December 20 to holders of record December 11.

Virginian.—62½¢, quarterly, payable December 22 to holders of record December 12.

Western New York & Pennsylvania.—common, $1.50, semiannual; 5% preferred, $1.25, semiannual, both payable January 2, 1951 to holders of record December 29.

## Investment Publications

[The surveys listed herein are, for the most part, prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

**Baker, Weeks & Harden,** 1 Wall st., New York 5.

*Baltimore & Ohio Refunding Series G 5s, 1995.* November 13.

*St. Louis-San Francisco Convertible Mortgage Income 4½s, 2022.* November 13.

**Fahnestock & Co.,** 65 Broadway, New York 6.

*Outlook for Railroad Equipment Industry.* Weekly Review, November 6.

**H. Hentz & Co.,** 60 Beaver st., New York 4.

*Railroad Securities.* Fortnightly Financial and Economic Review, November 6.

**Kerr & Co.,** General Petroleum building, Los Angeles, Cal.

*Northern Pacific Railway Company.* November 13, No. 933.

**Vilas & Hickey,** 49 Wall st., New York 5.

*Seaboard Air Line Railroad Co.* November 3.

**J. R. Williston & Co.,** 115 Broadway, New York 6.

*Current Position of Railroad Securities.* October 13.

# RAILWAY OFFICERS

### EXECUTIVE

## Stanley F. Mackay to Head Lehigh & Hudson River

Stanley F. Mackay, former assistant vice-president of the New York zone of the New York, New Haven & Hartford at New York, has been elected president and general manager of the Lehigh & Hudson River at Warwick, N. Y., effective January 1, 1951, to succeed the late Albert Shaw, whose death was reported in the *Railway Age* of November 4.

Stanley F. Mackay

Mr. Mackay was born at Meriden, Conn., began his railroad service as a mail clerk with the New Haven in March, 1904, and subsequently served in various capacities at New Haven, Conn., and New London. On September 1, 1928, he was promoted to divi-

*(Continued on page 69)*

DOES YOUR COST-ACCOUNTING SYSTEM

# TELL THE WHOLE TRUTH

ABOUT FLOOR FAILURES?

CAREFUL ANALYSIS WOULD SHOW
THAT REPEATED REPAIRS COST
YOU *MORE* THAN

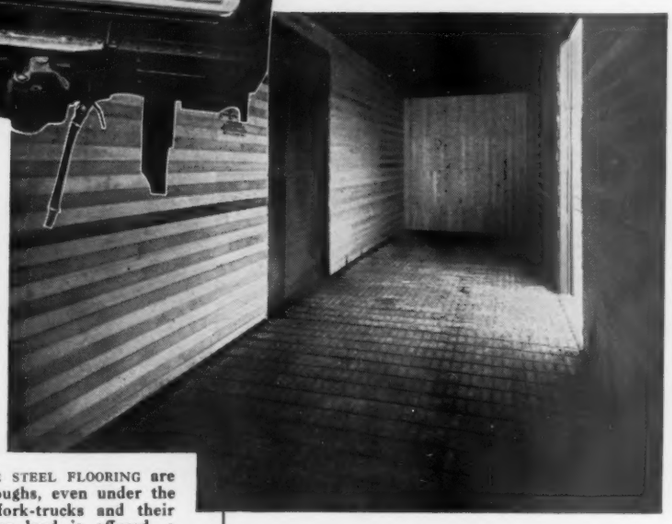
# NAILABLE STEEL FLOORING

When you compare the first cost of NAILABLE STEEL FLOORING with that of other flooring, it's well to remember the old adage, "It isn't the *first* cost—it's the upkeep!" Then compare the long-run advantage of NAILABLE STEEL FLOORS with other floors. If your cost-accounting system could provide you with the whole truth on floor failures—what they cost for maintenance and repairs, for freight claims, and for loss of loaded-car-miles—you would find that the old adage about upkeep applies today to freight-car flooring.

Designed to do a better job, NAILABLE STEEL FLOOR costs more originally than a wood floor—but its first cost is well justified. N-S-F's channel construction, made with N-A-X HIGH-TENSILE steel, provides high structural strength. There just aren't any breakthroughs—even when it is subjected to concentrated loads imposed by heavy fork-lift trucks or pounded by normally rough clamshell and magnet loading that quickly ruins other types of flooring.

Further information on NAILABLE STEEL FLOORING is available from sales representatives in Detroit, Chicago, Philadelphia, St. Louis, Atlanta, San Francisco.

▲ Because NAILABLE STEEL FLOORS in gondolas are suitable for *all* kinds of freight, they increase efficiency in car use and thereby effect important operating economies.



▶ Boxcars with NAILABLE STEEL FLOORING are proof against breakthroughs, even under the concentrated load of fork-trucks and their heavy freight. Whatever load is offered, a NAILABLE STEEL FLOORED boxcar can take it.

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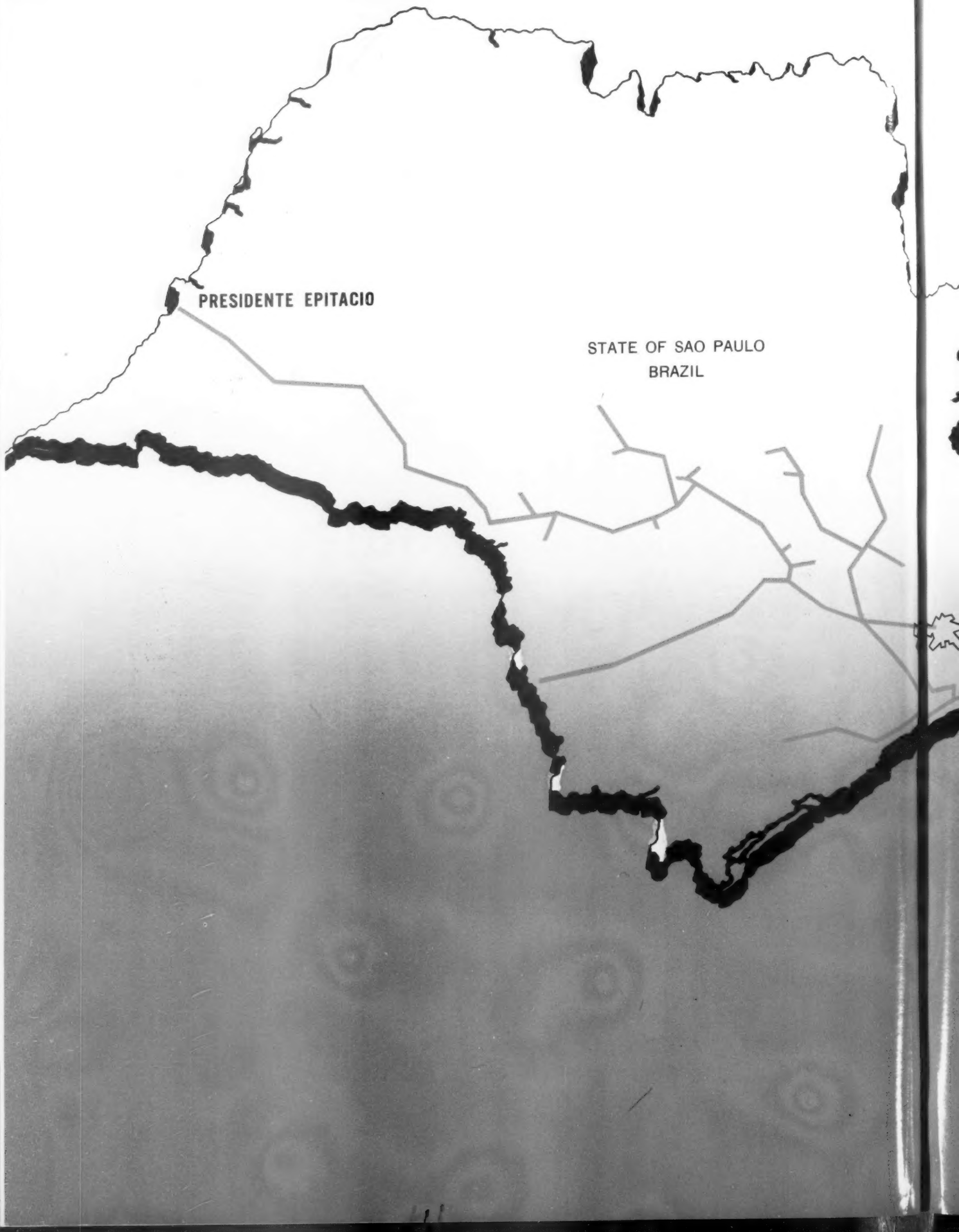
**NATIONAL STEEL CORPORATION**

NATIONAL STEEL


PRESIDENTE EPITACIO
STATE OF SAO PAULO
BRAZIL

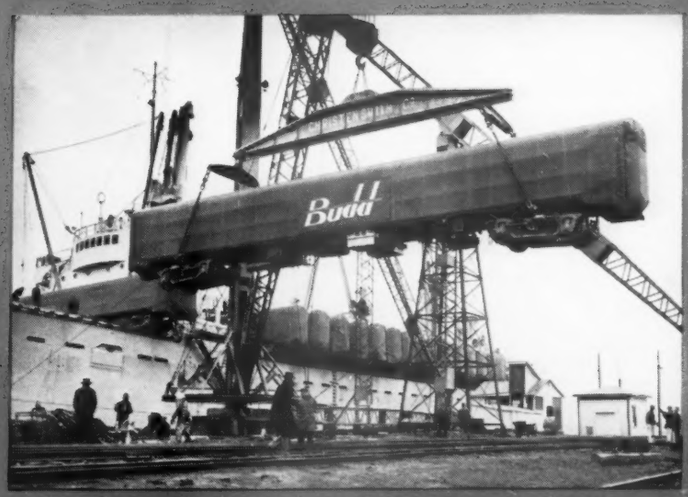
# 51 ALL-STAINLESS STEEL BUDD CARS ORDERED BY ESTRADA DE FERRO SOROCABANA, SAO PAULO, BRAZIL

Sorocabana operates 1381 miles of track in the state of Sao Paulo, with its main line stretching westward 556 miles from the city of Sao Paulo to Presidente Epitacio, traversing Brazil's fabulous coffee empire.

The order includes 15 first-class coaches, 15 second-class coaches, 10 double-bedroom sleepers, 6 baggage cars and 5 dining cars. All are meter gauge and are 62 feet, 4 inches long. Deliveries will commence early in 1951.

This order follows, by ten months, completion of the delivery of 63 Budd all-stainless steel railway passenger cars to the Central Railroad of Brazil, which also operates in the Sao Paulo region. These ten months have afforded Sorocabana ample opportunity to observe the ability of Budd equipment to provide modern passenger service combined with economical operation costs. The Budd Company, Philadelphia 32.

Budd




Loading Budd all-stainless steel cars destined for the Central Railroad of Brazil.

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*(Continued from page 64)*
sion superintendent, which position he held successively at Taunton, Mass., and Providence, R. I. In December, 1934, Mr. Mackay returned to New Haven as superintendent of transportation, becoming general superintendent of transportation in 1935, manager of transportation in 1944 and general manager in 1946. He was assistant vice-president at New York from June, 1948, to June, 1950.

**Clarence L. Binger** has been appointed vice-president—freight traffic of the CHICAGO, AURORA & ELGIN, with headquarters at Chicago. Mr. Binger was formerly freight traffic manager of the Chicago South Shore & South Bend at Chicago.

**Lawrence T. Oliver,** assistant secretary and assistant treasurer of the RICHMOND, FREDERICKSBURG & POTOMAC, has been elected also assistant to president, with headquarters as before at Richmond, Va.

**Lewis A. Putnam,** one of the directors of the newly reorganized RUTLAND, has been asked to assist President **W. E. Navin** in surveying operations and properties of the road as acquired by the new corporation, and in recommending to the directors what studies should be made with a view to its more successful operation. Mr. Putnam is president of the Barre & Chelsea and the St. Johnsbury & Lamoille County at Montpelier, Vt.

**As reported in the *Railway Age* of November 11, W. E. Navin (above) has been elected president of the newly reorganized Rutland, at Rutland, Vt.**

## FINANCIAL, LEGAL & ACCOUNTING

**G. W. Bramfeld,** general accountant of the ILLINOIS CENTRAL, with headquarters at Chicago, has been appointed assistant general auditor. **A. W. Lowery** succeeds Mr. Bramfeld, and **E. G. Cook** becomes assistant auditor of freight receipts.

**H. D. Heuer,** secretary and auditor of the TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS, at St. Louis, Mo., has retired. Advanced to succeed Mr. Heuer is **W. E. Howald,** assistant secretary and assistant auditor at that point. Mr. Heuer was born on September 8, 1873, at St. Louis, where he attended public schools. He entered railroad service in June, 1890, in the accounting department of the St. Louis-San Francisco, leaving that road the following year to join the St. Louis Merchants Bridge Terminal (a subsidiary of the T.R.R.A.) as general accountant. From 1893 to 1933 he served first as general accountant and later as assistant secretary and assistant auditor of the T.R.R.A. In April, 1933, he came secretary and auditor.

**Edwin W. Lawrence,** general attorney of the RUTLAND, has been named general counsel of the newly reorganized company, with headquarters as before at Rutland, Vt.

**F. B. Magruder,** assistant tax commissioner of the SOUTHERN PACIFIC at San Francisco, Cal., has been promoted to tax commissioner at that point, succeeding **H. B. Harding,** who has retired because of ill health, as reported in the November 18 *Railway Age*. In his new position Mr. Magruder will have jurisdiction over tax matters for the S. P. throughout six western states and El Paso county, Tex. A native of San Angelo, Tex., Mr. Magruder started with the S. P. as a ticket clerk at El Paso in 1920. He was transferred to the tax department in 1929 as assistant under Mr. Harding, who was then tax and right of way agent at El Paso. In 1935 Mr. Magruder became tax and right of way agent with jurisdiction throughout New Mexico and El Paso county, being transferred to San Francisco as assistant tax commissioner in 1942.

As reported in the *Railway Age* of November 4, **John E. Hess** has been appointed assistant general counsel of the BANGOR & AROOSTOOK and assistant clerk of the corporation. Mr. Hess was graduated from Harvard Law School (Ll. B.) and admitted to the Maine bar in 1948. He was appointed attorney of the B.&A. in November of that year, which position he held until his recent appointment as assistant general counsel.

## OPERATING

**Paul W. Early,** trainmaster of the LEHIGH & HUDSON RIVER, has been appointed to the newly established position of superintendent.

**Ray L. Linihan,** who has been promoted to superintendent of the Nebraska-Wyoming division of the RAILWAY EXPRESS AGENCY, at Omaha, Neb., as reported in the November 4 *Railway Age*, was born on July 30, 1901, at Welch, Okla. Mr. Linihan began his career with R.E.A. and its predecessors in December, 1919, at Muskogee, Okla. In September, 1940, he was appointed traveling commercial agent at Oklahoma City, Okla., and two years later became route agent at Temple, Tex. From April, 1944, to November, 1947, he served as chief clerk to superintendent at Dallas, Tex., subsequently being advanced to general agent at Austin, Tex. Prior to his recent promotion Mr. Linihan was serving as general agent at Tulsa, Okla.

As reported in the *Railway Age* of October 28, **James P. Downey** has been appointed general manager of the Allegheny department of the RAILWAY EXPRESS AGENCY at Philadelphia, Pa. Mr. Downey has spent his entire business life in express work, except for two years of military service in World War I. He has held various

**James P. Downey**

managerial positions, including that of superintendent of the Boston and Susquehanna divisions, chief clerk to the president and superintendent of organization at New York. He was appointed assistant general manager of the New York City department in September, 1947, which position he held until his recent appointment.

**J. F. Rogers,** trainmaster of the ATLANTIC COAST LINE, has been appointed acting superintendent of the Wilmington district, with headquarters as before at Wilmington, N. C. **W. L. Schutt, Jr.,** general yardmaster, has been appointed acting trainmaster, with headquarters as before at Wilmington.

**Frank H. Keefe,** general superintendent of the CANADIAN NATIONAL'S British Columbia district at Vancouver, B. C., has been advanced to general manager of the Western region, with headquarters at Winnipeg, Man. He succeeds **D. V. Gonder,** who has been appointed assistant vice-president at Montreal, Que., as announced in the September 30 *Railway Age*. **T. S. Sullivan,** superintendent at Saskatoon, Sask., has been promoted to general superintendent of the Manitoba district at Winnipeg, to succeed **J. Reginald McMillan,** whose promotion to vice-president, Western region, was reported in the September 30

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## How Successful Oakite Experience Helps Many Roads Establish Economies in Filter Cleaning

Over a long period of time, Oakite Technical Service Representatives have acquired wide, practical experience in maintenance procedures for cleaning washable type filters used either in Diesel power units or in air-conditioned passenger cars.

With this background of valuable experience they are able to recommend step-by-step handling methods to meet your individual requirements. And whether the method is mechanized or semi-mechanized, you will find, as other roads have, that the methods and Oakite materials suggested for cleaning will quickly, thoroughly remove impinged deposits and restore filtering capacity of units. Equally important, cost of cleaning filters is materially lowered. Mechanical Supervisors who have the responsibility of filter maintenance, may obtain further interesting data by writing us direct or by calling in the local Oakite Technical Service Representative. In either case there is no obligation.

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**RAILWAY SERVICE DIVISION**

*Railway Age.* **Ernest Cutts,** assistant superintendent at Melville, Sask., succeeds Mr. Sullivan. **E. K. House,** assistant superintendent at Saskatoon, moves to Melville, to succeed Mr. Cutts. Replacing Mr. House is **George Dunbar,** general yardmaster at Saskatoon. **Donald Kissick,** assistant superintendent at Vancouver, becomes superintendent at Kamloops, B. C., and is succeeded by **T. A. Mainprize,** assistant superintendent at Kamloops. **J. W. Wright,** staff record clerk at Port Arthur, Ont., moves to Kamloops as Mr. Mainprize's successor.

**Thomas J. O'Connell** has been appointed chief of yard and terminal operations of the BALTIMORE & OHIO at Baltimore, Md., with system-wide jurisdiction, to succeed the late **C. C. Pitcher,** whose death was reported in the *Railway Age* of November 4. Mr. O'Connell joined the B.&O. as a stenographer in 1916 and, after holding various positions in the operating department, became chief yard clerk at Fairmont, W. Va., in December,

**Thomas J. O'Connell**

1928. He was appointed yardmaster there in May, 1930, and general yardmaster there in November, 1939, transferring to Clarksburg, W. Va., the following year. During that same year Mr. O'Connell went to Rochester, N. Y., as yardmaster, where he remained until 1942, when he went to Baltimore as trainmaster. He was appointed terminal trainmaster at Philadelphia, Pa., in 1943 and promoted to district supervisor of yard and terminal operations of the Eastern and New York Terminal regions in 1945.

**Orville Morgan,** trainmaster on the CHICAGO, ROCK ISLAND & PACIFIC at Silvis, Ill., has been promoted to assistant superintendent of the Rock Island division, at Rock Island, Ill.

**J. K. Beshears,** terminal trainmaster of the ST. LOUIS-SAN FRANCISCO at Birmingham, Ala., has been appointed assistant superintendent at Amory, Miss. Also appointed assistant superintendent at that point is **R. C. Grayson. W. W. Francis,** safety supervisor at Springfield, Mo., succeeds

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Mr. Beshears, and **L. J. King, Jr.,** becomes terminal trainmaster at Springfield.

**Frank W. Flannigan,** who has been promoted to general manager of the CHICAGO, AURORA & ELGIN, with headquarters at Wheaton, Ill., as reported in the November 11 *Railway Age*, began service with that road in 1915 as ticket agent. Mr. Flannigan entered train service in 1917 as conductor, and in 1922 became train dispatcher. He was advanced to trainmaster in

Frank W. Flannigan

1926, and the following year was appointed superintendent of the Western Motor Coach Company (a subsidiary of the C.A.&E.). From 1929 to 1942 he served as superintendent of the road's Chicago terminal, subsequently becoming assistant superintendent of transportation. In July of this year, Mr. Flannigan was appointed assistant general manager, the position he held prior to his promotion.

## TRAFFIC

**Walter Goodwin Harris,** who has been advanced to general passenger agent of the TEXAS & PACIFIC, at Dallas, Tex., as reported in the October 21 *Railway Age*, was born on June 15, 1900, at Greenville, Tex. Mr. Harris began his railroad career in July, 1918, with the Missouri-Kansas-Texas as a messenger and collector in his home town. He later served with the Katy in various capacities at Greenville, Denison, and Dallas. In September, 1929, he left that road and accepted a position as salesman for the Perry Motor Company, resuming railroad service in February, 1930, as ticket seller for the T. & P. at Dallas. He held that post until it was abolished in 1941, and in May, 1932, became employed by the Missouri Pacific Motor Transport Company at Dallas. He returned to the T. & P. as ticket seller in 1933, continuing in that position until 1936, when he was appointed traveling passenger agent. From October, 1941, to June, 1946, Mr. Harris served as district passenger agent at El Paso, Tex., subsequently being advanced to assistant general passenger agent at Dallas, the position he held at the time of his latest promotion.

As reported in the *Railway Age* of November 4, **George W. Madsen** has been appointed assistant freight traffic manager of the ERIE at New York. Mr. Madsen joined the Erie in 1920 and served until 1931 in the Boston, Mass., traffic agency as clerk, commercial agent and perishable freight agent, successively. Subsequently he worked as general agent at Albany, N. Y., and New Haven, Conn.; general New England agent at Boston, and assistant general freight agent at Buffalo, N. Y., before transferring, in the same capacity, in 1945, to Chicago, where he was located at the time of his recent appointment.

**Howard L. Hale** has been appointed Western traffic manager of the LITCHFIELD & MADISON, with headquarters at San Francisco, Cal.

**Ray Paschall,** assistant to passenger traffic manager of the ATLANTIC COAST LINE, has been appointed assistant passenger traffic manager, with headquarters as before at Jacksonville, Fla. **H. E. Wright,** assistant general passenger agent, has been appointed assistant passenger traffic manager, with headquarters as before at Miami, Fla. **H. L. Sitterson,** traveling passenger agent, has been appointed district passenger agent, with headquarters as before at Jacksonville.

Mr. Paschall was born at Puryear, Tenn., and received his education in public schools, Southeast Missouri Teachers College and Chillicothe Business College. He began his railroad career with the A.C.L. on November 11, 1925, as clerk-operator at Loughman, Fla., subsequently serving as clerk-operator at Winter Park, Fla., ticket agent at Lake Wales, Fla., supervisory agent at Sebring, Fla., traveling passenger agent at New York, district passenger agent and assistant general passenger agent at Orlando, Fla., and assistant to passenger traffic manager at Jacksonville.

Mr. Wright was born at Brooklyn, N. Y., and received his education in public schools. He began his railroad career with the Pennsylvania in September, 1926, at New York and joined the A.C.L. in December, 1933, as ticket seller at New York, subsequently serving as temporary traveling passenger agent at New York, traveling passenger agent at Miami, Fla., district passenger agent at New York, division passenger agent at Miami and assistant general passenger agent at Miami.

## MECHANICAL

**L. F. Harrison,** foreman car department of the ATLANTIC COAST LINE at Wilmington, N. C., has been appointed general car inspector at Jacksonville, Fla.

## PURCHASES & STORES

**A. E. Heindenreich,** storekeeper of the NEW YORK, CHICAGO & ST. LOUIS, has been advanced to assistant general storekeeper, with headquarters as before at Brewster, Ohio.

## ENGINEERING & SIGNALING

**William H. Hoar,** division engineer of the SOUTHERN at Hattiesburg, Miss., has been appointed engineer in charge of construction of that road's new Ernest Norris yard and engine terminal facilities at Birmingham, Ala.

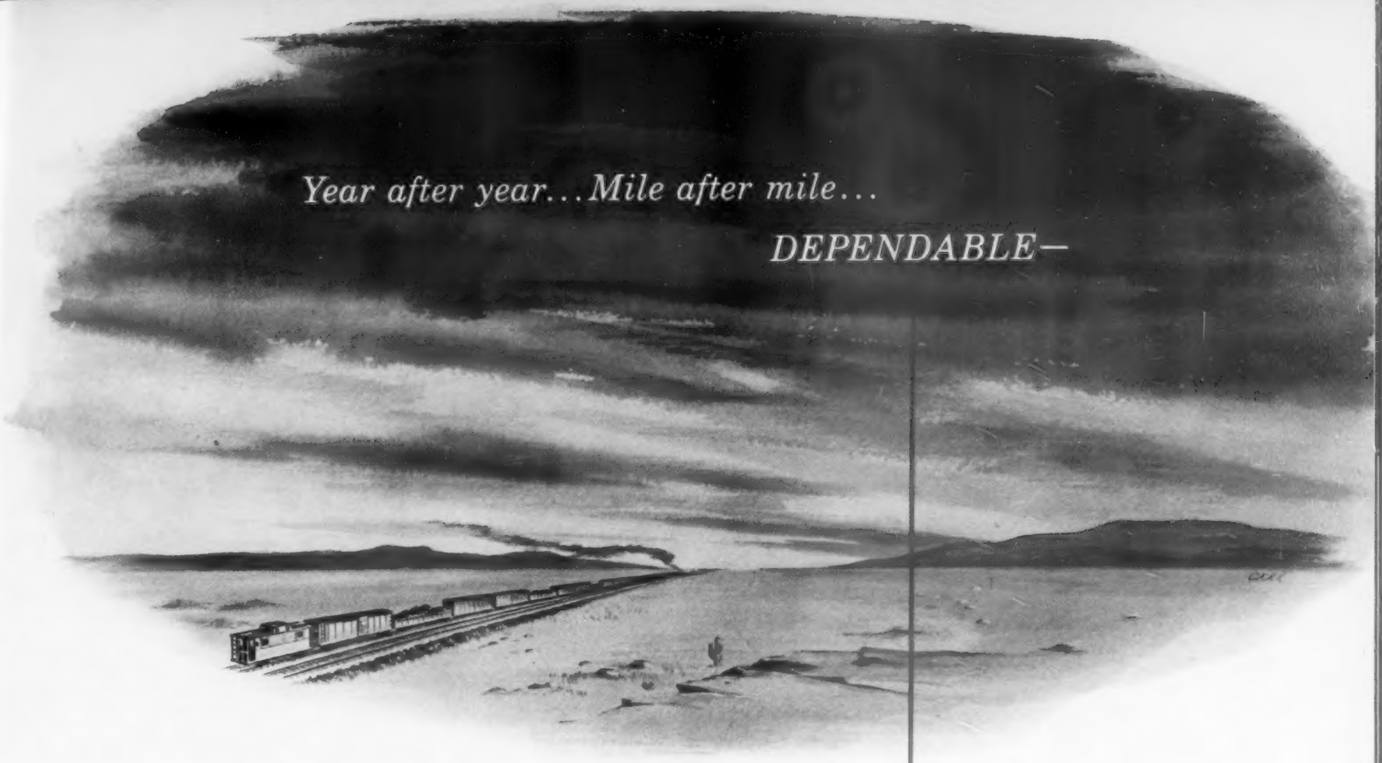
**W. H. MacIlroy,** assistant division engineer of the CANADIAN NATIONAL at Prince Rupert, B. C., has been promoted to division engineer, Portage-Brandon division, with headquarters at Winnipeg, Man., succeeding **G. M. Pearston,** who has retired.

## OBITUARY

**A. Lyle Prather,** who retired 30 days ago as general manager of the PANAMA RAILROAD at Balboa Heights, Canal Zone, died on November 19 at Ventnor, N. J., at the age of 62.

**Aaron Colnon,** a former trustee of the CHICAGO, ROCK ISLAND & PACIFIC, died at his home in Chicago on November 13. A native of Chicago, Mr. Colnon was a graduate of Loyola University and of Northwestern University Law School. Following service in the field artillery during World War I, he entered his father's real estate firm in Chicago. Active in real estate and financial circles, Mr. Colnon was appointed a trustee of the Rock Island in 1943, continuing in that capacity until the road's receivership was terminated in January, 1948.

**E. F. Thomson,** assistant to vice-president—operations of the CHICAGO, INDIANAPOLIS & LOUISVILLE, with headquarters at Lafayette, Ind., died on November 10. Mr. Thomson was born on August 3, 1886, at Longansport, Ind., where he attended Indiana Business College. He entered railroad service in June, 1903, in the mechanical department of the Wabash at Ft. Wayne, Ind., being transferred to the executive department at Chicago in 1911. In January, 1914, he went with the Monon as secretary to the president at Chicago, and in August of the same year became chief clerk to president at that point. From April, 1917, to October of that year, he served as assistant to superintendent motive power at Lafayette, later becoming superintendent of the fuel department. In 1919 he was appointed assistant to federal manager, in 1920, trainmaster, and, in 1927, superintendent at Lafayette. Mr. Thomson was advanced to assistant to general manager in January, 1947, and the following June was promoted to assistant to vice-president—operations.

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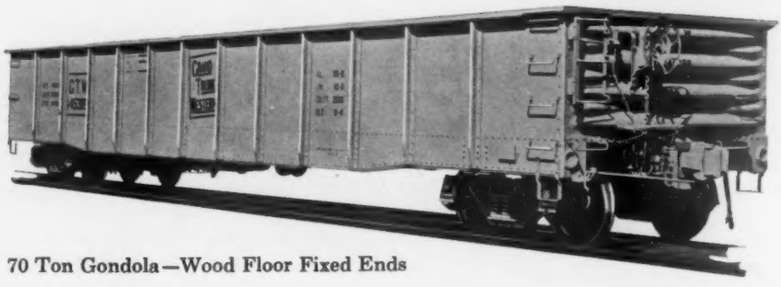

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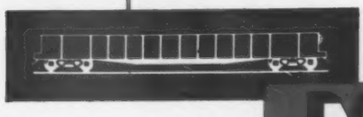

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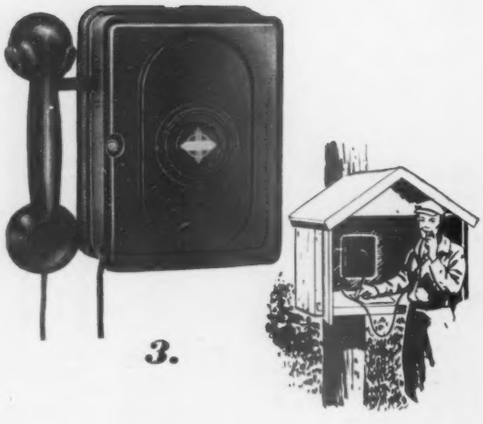

3.

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## Current Publications

### BOOKS

*Freight Commodity Statistics, Class 1 Steam Railways in the United States for the Year Ended December 31, 1949. 284 pages. Prepared by Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Available from the Government Printing Office, Washington 25, D. C. $2.*

Contains statistics on the number of tons and number of carloads of freight originated and terminated, total freight traffic, and freight revenue, by commodities, for the country as a whole, and for individual railroads. Other tables summarize the average load per car originated, by classes of commodities and by regions; the average revenue per ton originated or per ton terminated, by classes of commodities; and the relative importance of the various groups of commodities.

*Proceedings of the Association of American Railroads, Operations and Maintenance Department, Mechanical Division, June 27-29, 1949. 543 pages, drawings. Published by the Association of American Railroads, 59 E. Van Buren st., Chicago 5.*

Contains proceedings of the meeting of the Mechanical Division held in Chicago June 27-29, 1949; also recommendations, letter ballots and other transactions for the year 1949.

### PAMPHLETS

*Automobile Facts and Figures, 30th Edition, 1950. 80 pages. Published by Automobile Manufacturers Association, New Center bldg., Detroit 2, Mich. Free.*

Selling new and used cars, tires, batteries, petroleum products and other automotive equipment has developed into a $25-billion-a-year industry, according to the new edition of this handbook; a whole new set of automotive records established in 1949 are chronicled therein. All-time peaks were reached during the year in production, car and truck registrations, gasoline consumption, motor vehicle mileage traveled, and in tax revenues generated by the industry. Also cited is the large share of the nation's employment and economic activity during the year which is traceable to the motor vehicle and its use. Among other interesting facts and figures to be found in the handbook are the following: More than 70 per cent of the families in the United States own automobiles; the average life of vehicles before scrapping has doubled since 1925, and the average accumulated mileage during a vehicle lifetime has quadrupled; there are approximately 59,300,000 registered drivers in the country; motor trucks haul 72 per cent of stockyard livestock receipts in the United States; 1949 highway revenues were up 11 per cent over 1948, and highway users paid 58 per cent of the total.

*Bus Facts, 19th Edition, 1949. 80 pages. Published by National Association of Motor Bus Operators, 839 17th st., N.W., Washington 6, D. C. Free.*

This booklet is designed to provide a convenient summary of the more important facts about the motor bus industry—particularly that part of it which specializes in transportation of passengers over highways and between cities and towns, as distinguished from urban transit operations. It contains data on intercity travel and the development of the bus industry; industry operating statistics (including volume of service, operating results and trends, revenues, expenses, and labor force); taxation and highway funds, and a survey of state regulations.

*Dayton Collects a Safety Dividend, by Paul W. Goss, executive director, Greater Dayton Safety Council. 4 pages, illustrations. Available in limited quantities as reprinted from Public Safety, published by the National Safety Council, 425 N. Michigan ave., Chicago. Free.*

Describes the success with which Dayton, Ohio, and surrounding Montgomery county attacked the problem of an abnormally high accident rate at grade crossings. Through press, radio, schools and civic organizations, Daytonians were warned to heed all crossing protection devices. Called "Signs of Life," the campaign supplemented studies to improve both visibility and protective devices at crossings throughout the area. Before the campaign there had been a total of 86 grade crossing accidents in the 35-month period from January, 1946, to November, 1948. In the 17 months tabulated since the campaign began (January, 1949, to May, 1950) there had been seven grade crossing deaths, none of which occurred during 1950.

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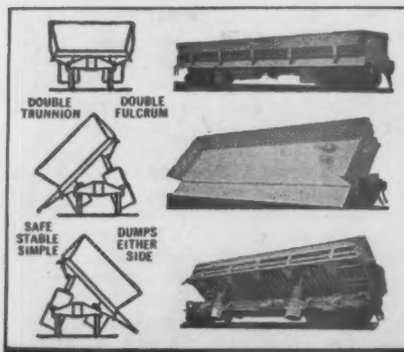


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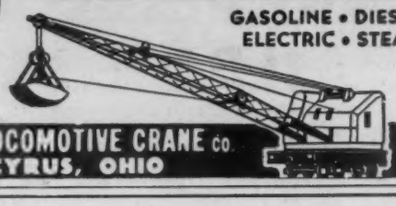

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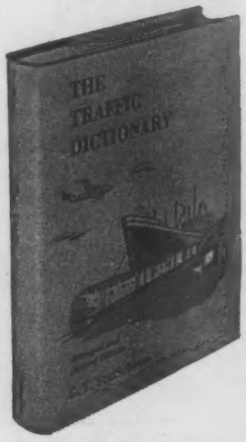


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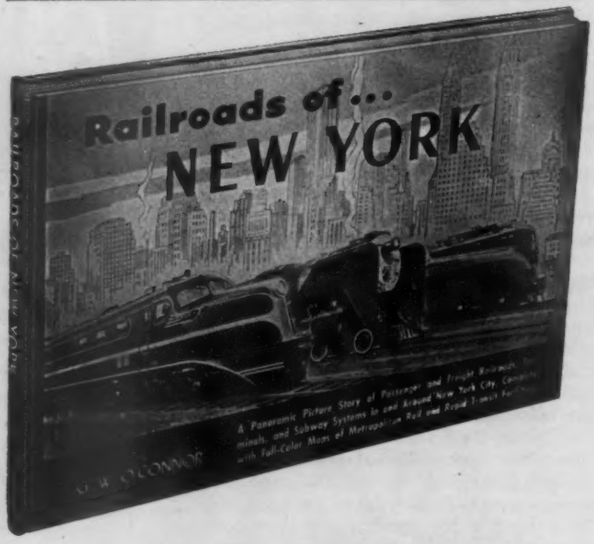


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